



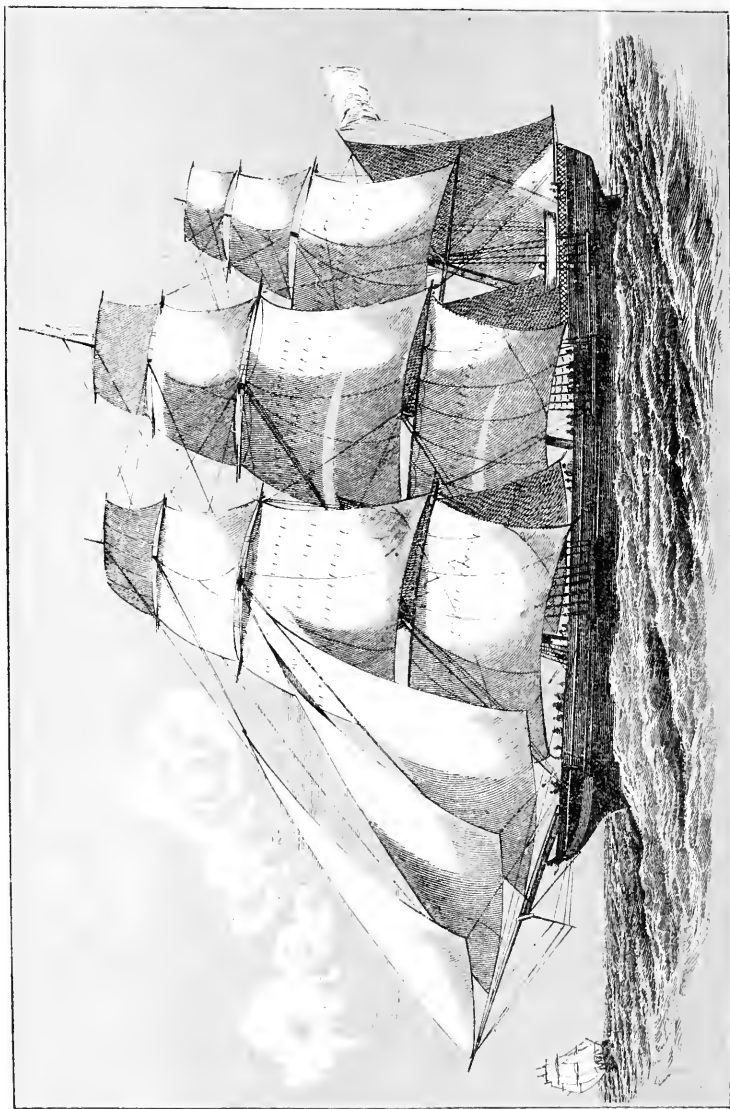


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George Sloggett.
JOURNAL

OF A

VOYAGE TO AUSTRALIA

BY THE CAPE OF GOOD HOPE,

SIX MONTHS IN MELBOURNE,

AND

RETURN TO ENGLAND BY CAPE HORN,

INCLUDING

SCENES AND SAYINGS ON SEA AND LAND.

By SINCLAIR THOMSON DUNCAN.

New and Enlarged Edition, with Map and Frontispiece Illustration.

EDINBURGH :

JAMES GEMMELL, GEORGE IV. BRIDGE.

1884.

7. 1902

TO
JOHN BRUCE, ESQ. OF SUMBURGH,
SHETLAND.

SIR,

I feel highly honoured by your kindly permitting me to dedicate to you this little book. From your great liberality in promoting the welfare of your numerous tenantry, and the assistance you have given to every good and Christian enterprise connected with these Islands, your name is carried far and wide by men worthily commanding the finest ships on the sea, and by many others who on land thank their benefactor.

I am, SIR,

With great respect,

Your obliged humble servant,

SINCLAIR THOMSON DUNCAN.

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1884

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P R E F A C E
TO
T H E N E W E D I T I O N .

DURING the last few years especially, the colony of Victoria in Australia has been in such a flourishing condition as to encourage considerable emigration to that part of the world; and being aware that the previous edition of my "Journal of a Voyage to and from Australia amongst Emigrants" has been useful as a hand-book to many of those crossing the seas, while at the same time it has been entertaining and instructive to others, I have issued the New Edition much enlarged, by adding more of the many strange and stirring scenes and sayings which attracted my attention, as I passed from stage to stage on my journey round the globe.

I have also added to my remarks on passing events, and given a few more hints to those intending to visit Australia, all with a hope that the information and advice embodied in the little volume will meet with the approval of the reading public.

S. T. DUNCAN.

INTRODUCTION.

WHEN a desire to emigrate seems to pervade the minds of so many of our population, and the Press having reported favourably of Sketches from the Journal, which were delivered from the platform in various towns, the author is inclined to believe that he is only doing his duty in bringing before the public a narrative of his voyage to and from Australia, including much of what he saw and heard in that far-off land.

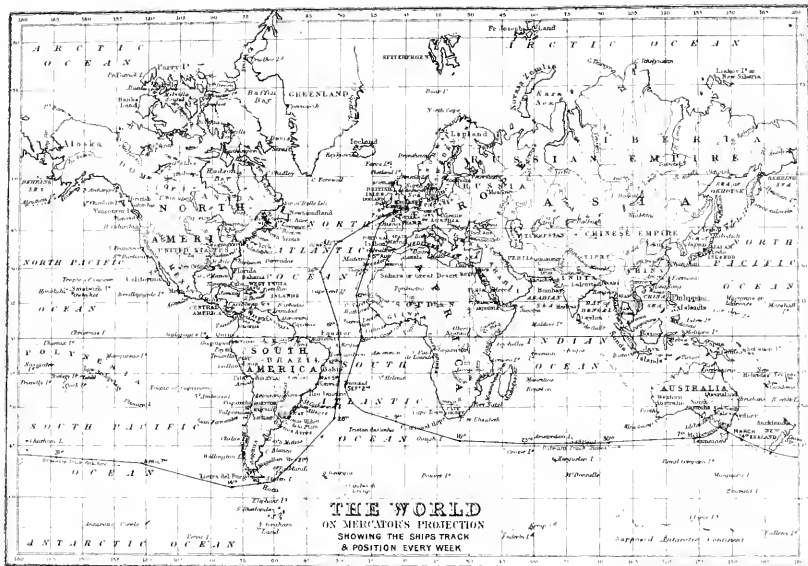
After he had travelled commercially in this country for nearly twenty years, he resolved to visit Australia, a place he had for long entertained a strong desire to see.

He went out to Melbourne by the Cape of Good Hope, remaining in the colony of Victoria about six months; and with the intention to publish his journal, and having a desire to sail round the world, he returned to England by Cape Horn, taking notes of what he considered worthy of observation.

In making up his mind to undertake such a long journey, he was advised against it by several friends

and relatives, who imagined that the voyage was connected with too much danger; but he ultimately obtained his wife's consent, with the understanding that if all went well she and the children would either come out soon after his arrival, or that he was to return within a certain time; and his resolution to go was strengthened by a number of merchants and bankers in Edinburgh and Leith, where he had been in business for many years, presenting him with a testimonial of their good wishes,—a favour which will certainly have the effect of attaching him to that city and seaport as long as he lives.

Along with remarks made on passing events, and hints to intending emigrants, the latitude and longitude, and distance run at twelve o'clock noon, are given daily; so that he ventures to hope that the following pages will prove useful not only to those intending to leave our shores to travel through or settle in foreign lands, but instructive and amusing to nautical men and the general reader.



JOURNAL
OF A
VOYAGE TO AND FROM AUSTRALIA.

ABOUT the middle of July I bade my wife and children, and a few friends present, farewell, and, leaving Leith, set out on the longest journey I had ever taken. Indeed I had enough to do to keep my mind calm and collected, when I glanced again and again at the dear ones surrounding me as I stepped into the cab, which had been waiting for me at the door. On my way I stopped at my brother's house, bade my friends there good-bye, and then drove on to the railway station, Edinburgh, where a number of relatives and acquaintances had assembled to see me fairly under way for London. I affectionately shook hands with them all, and started about ten o'clock P.M., at the same time taking a farewell look of familiar faces, conscious of the fact that before me lay the dark future, in which I had to form new friends and new associations. Just as this thought was occupying my mind, the

oldest friend present, George Arthur, Esq., Leith, ran along the platform and gave me a hearty, encouraging shake of his hand; and the bell having rung out its warning peal, and the carriage doors securely locked, we moved off, increasing our speed as we left the beautiful city of Edinburgh behind. It is impossible for me to describe my feelings at that time. I thought of those from whom I had parted, especially my family,—not that I had overlooked necessary arrangements for their comfort, but it was the idea of the great distance, if all went well, which would separate me from the nearest relationships of life that troubled me most. I had enjoyed the comforts of my own house for fifteen years; and although I had not passed all that time without having suffered some severe trials, yet I had enjoyed many happy days in company with those near and dear to me, and the thought whether I would see them again or not was uppermost in my mind.

While I was experiencing such uneasy reflections, I often wondered how it was that so many had left the comforts of family, friends, and home, for no other purpose than to see the world, when they could obtain books to give them a description of different countries; but after a little more reflection, I formed the opinion, that in reference to gentlemen in particular travelling is very necessary. The Apostles preached the Gospel as they travelled, and did great good to all with whom they came in contact. Some learned men by their

travels have benefited their own country in arts and sciences; commerce is maintained by travel, and by that kingdoms themselves are often enriched. Travelling contributes very much to the forming of a great captain; Alexander the Great boasted that he had seen more than other kings were able to comprehend in thought. In short, nothing can more improve a man, and render him capable of filling with credit any responsible position, than to travel and know what the world is generally. For my own part, I must say that I feel great satisfaction in having travelled, commercially and otherwise, as I have done, and I doubt not it will prove to me a source of profit, usefulness, and pleasure.

Strange to say, I was alone in the carriage all the way to London, so that there was nothing to disturb my meditation, or prevent thought after thought rushing across my mind, as they did in rapid succession. I had for several days been subjected to much fatigue in seeing many old friends, and slept very little for two or three nights, so that now and again I dosed over, and sleep banished from my mind the harrassing thoughts which troubled me so much. This repose, however, only lasted for a few minutes at a time, as owing to disturbing dreams and the jerking of the carriages, I often awoke a little bewildered; and when we arrived at Peterborough station, I stepped on the platform, imagining it was King's Cross; but on asking for my luggage, I learned that I

had made a mistake, and was just in time to jump into the carriage to save me from the disagreeable position in being left behind. Thankful that I was again in the right way to proceed on my journey, I composed myself as best I could, and arrived in London about ten o'clock on the morning of the 20th, from where I had arranged to take my departure for Melbourne by the ship "Sussex," Ridgers commander. Here the railway platform presented a rare scene of excitement, the passengers looking out for their luggage, friends looking for friends; and the feet not always following the eyes as they looked and darted from side to side, jostling and stumbling were frequent—sometimes so severe, that had there been time, there might have been quarrels; but the mind was otherwise exercised, and in regard to jostling, all that the offended party received in the shape of recompense for trampled toes and bruised ribs was, "I beg your pardon."

I had two trunks, but as according to the rules of the railway company their weight was too much for one passenger, I had sent one of them by the goods train, but as it was unusually long in coming to hand, I was put to much trouble before I got it; indeed, had it been a few hours later in arriving, I would have been obliged to have left it behind; and I would mention here, that travellers setting out on such a journey should take as little luggage with them as possible. As the transporting of heavy luggage is both troublesome and expensive, and clothes can be purchased as

cheap, and sometimes cheaper, in Australia than in England, it would save the emigrant a deal of annoyance and expense to have only one trunk. After arriving in London, I telegraphed to my wife's brother, a clergyman in Hampshire, that I would like to see him before leaving England, and a few hours afterwards he made his appearance, being the first familiar face I had seen from the time I left Edinburgh. We kept together during the remainder of the day, talking about old times, and making arrangements for my embarkation at Gravesend on Monday. Having visited London for the purpose of sight-seeing a few years before, I cared little for seeing much of it at this time; but we went to visit a nephew of mine, who served his apprenticeship in a mercantile office in Leith, and who was now a salesman in the employ of Furze & Co., brewers, to whom I had an introduction from Peter Dowie, Esq., their agent in Leith. I was shown through the brewery, and while taking a look at the place, there was one thing in connection with it which attracted my attention a good deal. I noticed that the labourers were stout, able-bodied men, and they all appeared to be very cheerful. I was told that they had full liberty to drink porter whenever they thought they required it, and I was glad to see such a happy and contented class of servants. I also noticed that the horses in the establishment were all much about the same size and colour, of a very large breed, and strong, fine-looking animals; but I understand that all the English brewers

have a pride in keeping fine horses, of the same colour and size, for their carts.

With regard to the happy mood of the servants referred to, I do not wish my readers to be impressed with the idea that it arose from drinking porter. No; I fancied, and I think rightly, that it was owing to their good treatment on the part of Mr Furze, a gentleman with a disposition, as I was informed by my nephew, such as to make every deserving servant happy, and willing to do their duty. My brother's son Robert, to whom I have referred, was in his service for about twelve years, and now represents one of the largest wholesale provision houses in Scotland, namely, Thomas Baillie & Co., Edinburgh.

Saturday the 21st was a fine day, and I made the best of my time in furnishing myself with everything I further required for a long voyage. I first called upon the agents for the company to whom the ship "Sussex" belongs, and paid my passage money; made inquiry at them as to where I would be best supplied with bedding and other articles necessary on board; and got an introduction to the merchant to whom they recommend their passengers to make purchases. And I must say I was well served; indeed, I had nothing to do but mention what I wanted,—or rather the merchant, accustomed to supply emigrants, named the articles I required,—and all was sent on board the ship at Gravesend the day we sailed, and the price

was paid on delivery of the goods. It is of importance that passengers keep in view not to pay for the articles they have purchased in this way until actually received on board the vessel, because, on the sailing days of emigrant ships, merchants who supply passengers are generally very busy, and some things might be overlooked. My brother-in-law was with me most of the day, but left in the evening for a town a little distance from London, where he had to preach on Sabbath, and returned in good time to accompany me on board on Monday morning.

Sunday the 22d.—I called upon my nephew at his house, and spent several hours very enjoyably indeed. While speaking about many things, we did not forget to talk over some of the frolicsome days of youth, when, free from much care and anxiety, we used to ramble amongst the braes and burns of our native country, the Shetland Islands.

My good old father was still living there, in the old house at home, where, notwithstanding many years of absence, my heart continued to linger; and the scenes and sayings of boyhood, when being cared for under the parental roof, flashed before my view with a clearness as if they had been of yesterday.

One scene in particular in that old house at home stood before me more vivid than others, and that was the day when, young in years, and much in need of a mother's affection and care, I was told I had no mother

to care for me ; her spirit had taken its flight, and, with others who loved her, I was left to mourn.

While musing over these things, I felt it strongly impressed upon my mind that I would never again see my father, who was now getting old and infirm ; and that impression was verified, as, shortly after my return from Australia, he became very ill, and in going to visit him, I was told in Lerwick when I arrived that he died just about the time we would be sighting Shetland.

After this interview with my relative and his wife, he accompanied me to the hotel where I put up. We met with my brother-in-law there ; and after spending a little while in conversation, bade each other good-night, when, being a little fatigued, I retired to rest, and had a refreshing sleep.

Monday the 23d.—According to arrangement we all three met this morning at the railway station, and started for Gravesend ; and on arriving there, I took a good look at the ship which, to all appearance, would be my home for a time, and which I hoped would carry me safe across the seas. She was lying at anchor a little distance from the pier, and being a vessel of a thousand tons register, and what is called full-rigged, she looked beautiful and attractive. There were a number of boats ready to take passengers and others on board for one shilling each ; and on payment of this sum, we stepped into one of them, and were no

sooner alongside the ship, than I heard a familiar voice amongst the crowd at the gangway sing out, "Hallo! Duncan, is that you?" and in looking rather eagerly for the friend who had addressed me in such familiar language, I saw, to my great joy, a gentleman from Leith, an old acquaintance, who had been in Australia for some years, and now, after having visited his friends in Scotland, he was returning by the ship "Sussex" to the sunny lands of the South. On seeing my luggage hoisted on deck, we climbed the ladder, and were soon in the midst of a great company of men, women, and children, of various colours and countries. I took a look along the decks, and saw that good preparation had been made for a long voyage, which was something very gratifying, to a thoughtful mind especially, when taking into consideration the great distance we had to sail before reaching the land of our destination. But the thought about dangers to which we were likely to be exposed, did not trouble me anything like the feeling I was experiencing about friends at home; and it needed all the startling and amusing sights under view so to draw my attention from home associations, as to give me that lively and cheerful demeanour which is expected of men when travelling for sight-seeing, and mingling with others who may be the better of a cheerful look or an encouraging word by the way. After spending a few minutes on deck, I went below to have a look at my cabin, the number of which was on my ticket. I found the

company had given me a very good berth, and that, as far as I could judge by a short interview, there were three fine fellows to be my companions, or mates as they are called on board ship; and while speaking to them, I learned that they had been in Australia for many years, and, like my friend from Leith, were now returning, after having visited their friends in the old country, as they called it. After getting what luggage I required on the voyage secured in our cabin, I again went on deck, and what a scene presented itself to my view!

All was bustle and commotion, arising from various causes, such as passengers looking out for their bedding and luggage, and getting it secured in their berths; friends mingling with friends, passengers, and crew, and bidding each other good-bye. All the live stock for fresh meat, although well placed, appeared to be alarmed at their new situations. The milch cow, sheep, pigs, cocks, hens, ducks, and a number of other kinds of birds and beasts, were all adding their share to the confusion and noise. In reference to the crew, however, every one seemed to know his proper place, or, according to the sea phrase, his station, and including all classes employed we had about one hundred men on board.

The captain appeared to be quite a gentleman, and the other officers were apparently all very attentive to duty, and kept their proper places with a friendly gracefulness becoming their various positions

in the ship. I was very much pleased to see such civility and order on the part of our officers in command, because I knew that the knowledge of that amongst our passengers would have a good effect. After glancing at various things going on, some of them of an amusing nature, and too numerous to narrate, I turned round to my brother-in-law and my nephew and bade them farewell, promising at the same time, that if I was spared to reach Australia I should write them, and never forget my home in Scotland,—a promise I strictly attended to.

We then looked at each other in silence, no doubt wondering as to whether we would ever meet again; and, after shaking hands with them more than once as a token of affection, away they went, leaving me to form acquaintances as best I could amongst strangers.

I gazed at the boat which conveyed them to the shore, and as they gradually vanished from my sight I thought of days gone by, with feelings which could only be experienced by a man placed exactly as I was at that moment. This was about four o'clock in the evening, and orders were given to weigh the anchor.

An observer could see now, that although a cheerful courage seemed to be stamped on the countenances of all embarked on the voyage from the captain downwards, yet it was visible that a thought towards home and the friends they had left behind was occasionally finding its way to the heart. The time passed rapidly, and the sailors could be seen making every exertion

for getting the ship under way. I at this time witnessed relatives and acquaintances bidding each other a reluctant farewell, and as it unfortunately turned out that we had deaths on the passage, some of them did it for the last time.

About an hour after all had left the vessel but those about to cross the seas, the sailors' song at the windlass, while heaving up the anchor, rang through the air, with such an attractive sound as could only be produced by those brave fellows who do business on the mighty deep; and I remember that the last words of the chorus of the song were, "and we are all bound to go." At this time it was blowing a fine breeze from the north-east, and, as we were pondering over the last words of the sailors' song, we were taken in tow by a steamer to Plymouth, where we were to lie for a few days and then leave direct for Melbourne. We had a pilot on board, who took full charge of the ship, and remained with us until we were clear of the land when we left Plymouth. As we glided down the Thames I noticed the first-officer speaking in an angry tone to the boatswain, because he thought he was the worse of drink; but the old sailor turned round in an independent manner, and told him, that if he was drunk it was for the want of it, and that as he had plenty of money in bank he could retire from service at any time; so it being understood, that notwithstanding the extra glass of beer, as he was a man who knew his business, there would be no more said; and throughout

the voyage he proved to be a peacemaking, *yarn-spinning*, or narrative-relating, leading man amongst the sailors, getting them as he did to do their work willingly, and as boatswain ready to obey his orders. As we moved along I began to get better acquainted with my three companions in the same cabin in which were our berths for sleeping, as also room for reading, writing, and conversation. I found that with reference to a bed I was comfortably situated; but the truth is, that the first night was passed more in getting our berths put in order, than sleeping much in them. In getting this little affair attended to, we began to speak to each other more freely, and joked in such a humorous way, as to produce a friendly feeling amongst us, lasting as it did without a quarrel to the end of the voyage.

Tuesday the 24th.—It was blowing a fine breeze in our favour, and all on board were well except a man-servant to one of our first-cabin passengers. He had been engaged by a gentleman to act as his servant all the way to Australia, but as he appeared not to get better he was discharged at Plymouth.

With reference to our meals, we had not as yet been formed into messes, so that for the time being we had to take a seat anywhere around the tables, and partake of what the cooks and stewards had prepared for us. But to the credit of the company,—Messrs Money, Wigram, & Sons, London,—I must say

that we were well supplied with everything we required, and during the voyage no one had any reason to complain. I noticed as well, that the officers were very careful to see that everything was done for the comfort of the passengers; and, including the crew, there were about two hundred men, women, and children on board.

Wednesday the 25th.—About seven o'clock in the morning we were near Start Point, the wind was blowing strong from south-east, and we arrived at Plymouth about two o'clock in the afternoon. The first thing which attracted my attention on entering the bay was a great length of a breakwater, which was built at an enormous expense, for the safety of ships. A pier stretching out to a great distance was also worthy of notice, and as we passed in by the end of it, numbers of people, principally ladies, were waving their pocket-handkerchiefs to their friends on board, and many returned the compliment.

Plymouth is a beautiful town. A great number of the population are old people, living retired. The bay is a receptacle for Britain's wooden walls; and the town is situated at the mouth of the Tamer and Plym.

Thursday the 26th.—It was quite calm, enticing one to come and mingle with the merry pleasure-seekers in little boats and other crafts, plying from one place to another on the smooth waters of the

bay. I went on shore along with a few of the passengers, and after spending three or four hours having a look through the place,—writing letters for home, along with the same posting a book to each of my children, and writing a letter and doing a little bank business for a passenger,—I returned on board in preference to remaining on shore all night, as some did to their loss. The day being so very fine, a few of the small boats pleasuring in the bay came alongside; indeed I may say they surrounded the ship, inducing some of the male passengers to ask a few ladies to come and enjoy a boat-race, or something like it. Those who went appeared to enjoy themselves very much, more particularly in sailing, the wind at this time having increased to a fine breeze. I noticed, however, that some of the ladies were not so ready as others to go on a pleasure excursion with the gentlemen so soon; but while on the voyage we all got better acquainted with each other, in our amusements and conversations, while at the same time the best of order was maintained.

One of the men who remained on shore all night was the same individual for whom I had done a little bank business and written a letter, which was to his wife in Australia. The fact is, this man was altogether a strange character, most eccentric in many ways. He could neither read nor write, and he had a sum of money on him in Bank of England notes, which he intended, very foolishly, to carry across the seas; but

with some difficulty I got him persuaded to deposit it in one of the banks in Plymouth, and get a draft for the same on a bank in Melbourne.

When he came on board, he told me that he kept a few pounds out of bank to spend while on the voyage, and that his night's ramble on shore had deprived him of the most of it; but he was thankful that he had his draft in his pocket, and expressed his gratitude to me for inducing him to put his money in bank, as otherwise it all might have been gone. He informed me that he had been in Australia upwards of twenty years, during which he had been employed at various kinds of labour in different places through the interior of the country; and, as many cuts on his head and face could show, he had certainly seen some rough life, some of which he said had been in training wild horses to be tame,—a great work in Australia, but very dangerous. It came out in conversation that he was a proprietor of land in the colony, and that his wife and children lived in a house he had built on it not long before he left for England. On his arrival in London, which was about three months back from the time we left, he went to the bank to cash a draft he had for a considerable sum, and was advised to deposit it there for safety, which he did, with the exception of forty pounds in notes, which he thought he would require for ordinary expenses in London, and for going into the country to see some relatives he wished to visit.

When leaving the bank he thought he would call at a public-house and get a refreshment, and just as he was taking out his pocket-book to pay for the drink, the book was suddenly snatched out of his hand by a woman, and although he made an alarm, she was off in an instant, and he neither saw her nor the book again. Apart from the forty pounds, it contained gold rings, his wife's *carte-de-visite*, and the receipt for his money in bank; and it was only after a certain time had elapsed, and with much trouble, that he was allowed to draw out his money from the bank without producing the receipt. After this he went into the country in search of his relatives, but could fall in with none of those he was anxious to see; and now, after a little more rambling in London and Plymouth, he was on his way to Australia and his home, with the resolution never to return to see either England or relatives again; and surely by this time he had found out, by dear-bought experience, that he could say with the poet who penned the following lines,—

“Guilty pleasures are but brief,
Like passing mists they end;
And he who follows, finds too late
Virtue's our truest friend.”

Friday the 27th.—The weather was fine, and we were informed that the ship would leave on the following day, a notice which led us to think as to whether we required anything more for private use

while on the passage. The passengers who had gone on shore, and those embarking at Plymouth, some of them having friends with them, came on board, and there was again a great deal of bustle.

Saturday the 28th.—According to notice, it was expected that we would as it were bid England good-bye, and the pilot came on board, but it was postponed till the following morning. All was again commotion, principally owing to friends meeting and parting, almost a repetition of the scene under my observation when leaving London; and I shall refer to one case of near relatives separating of a rather touching nature.

An old man and his wife came alongside late in the evening to bid their son, who was one of the sailors, good-bye a second time. Just as the boat neared the vessel I saw the brave-looking sailor stepping on board of her and embrace his mother, but almost every one on board the ship were too busy looking after themselves to take time to notice how a loving mother and a loving son feel and act, regardless of spectators, when they *must* part, and the thought troubling them that they may never see each other again; but it did not escape *my* eye, and the sight made a lasting impression on my mind. While they were embracing and re-embracing each other, the time came when duty on board ship demanded the sailor to leave, but the mother held her son, and shrieked, and would not let him go, when immediately more eyes than mine

were attracted to the scene. He tried to pacify her with encouraging words about meeting again when the ship returned from Australia, but she still clung to him, and on observing them both weeping, my feelings compelled me to turn away from the heart-rending sight.

A few minutes after this I saw the boat leaving the ship, the old man hoisting the sail, and the old woman attending to the helm, by which I was inclined to believe that they knew something of a seafaring life, and consequently the dangers and fatigue to which their son would likely be exposed.

Very soon after this, I saw the sailor busy at his post, and while on the voyage he proved to be one of the most obliging and courageous sailors we had on board; which confirms in my mind, what I always believed to be true, that the kindest-hearted men are more to be trusted in times of danger than the cold-hearted and selfish, who on such occasions generally turn out to be cowards.

It was now late in the evening, and the most of the passengers were getting themselves as comfortably situated in their cabins as possible, but the crew were all busy until night, when quietness prevailed inducing us to enjoy repose on board ship as best we could, and console ourselves with the thought that we were still near the soil of good Old England, and that we would have one sleep more on British waters before unfurling our sails to catch the breeze to waft us across

the wide and ever-changing ocean which rolled between us and the Australian continent.

On the morning of the 29th, about six o'clock, orders were given to weigh the anchor, and in a very short time the ship was ready to plough the fifteen thousand miles of ocean, which in the estimation of many is the great hinderance to emigration to the sunny lands of the far south; but I think the reader will learn as we proceed, that in these days of travel, an Australian voyage is one of the safest and most enjoyable which can be taken on the surface of the globe. The anchor being weighed, and every man at his place to obey orders, the ship was close hauled, and we stood out in the open ocean, the wind blowing strong from the north-west. We had not sailed far when the pilot left us, taking with him a bag containing letters for post, from I should suppose every one on board, as a token of affection to friends from whom we were now being separated farther and farther, as the ship bounded on like a thing of life. I now observed many a face turned towards the land, like as it were taking the last look of their native country, and the friends they had left behind. The fair sex especially stood gazing at it with a very serious look, and many of them were shedding tears. A few of them were lately married, accompanying their young husbands to settle in a foreign land, no doubt in some cases reluctantly, but the force of circumstances compelling them to emigrate. I could easily imagine

their thoughts as I glanced at the expression of their countenances, and as I apprehended—not for want of attachment to their husbands, but for the moment overcome with the thought of leaving home with all its endearing relationships, especially friends near and dear to their hearts, that they would in all likelihood never see again—they gave evident expressions of sorrow. As the ship bounded onwards, the land began to vanish from our view, and after endeavouring to catch a glimpse of it over and over again, we at last had to bid good Old England farewell. I saw at this stage the words of the poet, in the “Emigrant’s Farewell,” amply verified:—

“Farewell, native island, from thee I must sever,
To dwell where no longer thy charms I shall see ;
When afar o’er the ocean forget thee I’ll never,
Sweet home of my fathers, dear land of the free.

“I will think of times past with sweet recollection ;
Thy hills and thy valleys where childhood was spent ;
To leave thee, my soul is bow’d down with dejection,
My eyes full of sorrow their briny grief vent.

“How oft have I wandered, with spirit elated,
My bosom with summer’s rich treasures to fill ;
Or, on the bank fragrant, ’midst wild flowers seated,
Watch’d by me dance sparkling the murmuring rill.

“I fondly remember how sought I, contented,
To rest in the shade of the old oaken tree,
Entranced with delight, as the merry lark vented
Her song, soaring gladsome, as type of the free.

“Dear home of my childhood, though humble the dwelling
Around thee in fondness still lingers my heart,
And with sad emotions my bosom is swelling,
To think I must needs from thy threshold depart.

“Endear’d by affection, oft hallowed by prayer,
Thou hast me safe shelter’d when storms beat around ;
The home that I’m promised is richer and gayer,
But one so much treasured there ne’er can be found.

“The sails are unfurl’d now, and all is commotion ;
The winds playful whistle, the sea-birds shrill cry ;
The song rolls afar from the sons of the ocean,
Bringing tears fondly streaming from many an eye.

“The anchor is weigh’d, and the tide is swift flowing,—
Farewell, Native Island ! Dear England, Adieu !
Deep is my heart’s anguish, as from thee I’m going,—
I weep as thy green hills dissolve from my view.”

Yes, as the green hills dissolved from our view,—as the poet has truly described it,—many were weeping, and a painful case on the part of one of our female passengers was brought before me at the time, which made my heart sad. By appearance she was about twenty years of age ; her coal black hair hung in ringlets round her neck, setting off a mild and beautiful face. She had been lately married, and her husband was on board, upon whose arm she was leaning while taking the last look of her native land, and just as it was said it could not be seen, she suddenly fell to the deck insensible. Water and other restoratives were applied, but she did not come to consciousness so soon as was

anticipated, and her husband got 'alarmed. After a little time, however, she began to recover, and fondly throwing herself into the arms of her husband, she expressed herself to him as near as may be in terms such as these, "You have taken me away from my father's house and relations in my native land, and now to you and you only I have to look as my earthly protector." I had a conversation with him afterwards, when he told me that he had been in Australia for a few years, where he was successful in making a little money at the diggings, was now a shareholder in different gold mining companies, and had been in England for a short time, where he had got acquainted with his better-half, who had never been much from home, and a great favourite, especially in a shop belonging to her father, and in which she had considerable charge,—indeed her brother said, "If you are going to take *her* away, you can take the business also."

Although the sea was wonderfully smooth, we nevertheless began to feel by the motion of the ship that we were getting into broader and deeper waters, some began to get sick, while others in a very brotherly and sisterly like way attended to their wants. As the night wore on, and we got farther out, there was a heavy swell in the sea; the ship began to roll, pots and pans began to exchange places, children began to cry more than usual, and as we felt in reality that we were what might be called *fairly afloat* on the mighty deep, we considered it to be our duty to make each other as

happy as circumstances would permit. Accordingly we assisted each other to different kinds of nourishment, such as we had supplied ourselves with to prevent sickness, and, as I have remarked, it was very pleasant indeed to see how friendly we were to each other.

We had during the day enjoyed the beauty and warmth of the friendly luminary the sun, as he had shone out in his path to the western horizon, and now as he hid his face from us, and darkness came gradually in his place, we retired to our respective cabins, where for the first time to many of us we lay down to sleep on the boisterous ocean *out sight* of land.

I can fancy that at this time some if not all of us capable to think, would in laying down our heads be exercised as to the safety of the ship, the strength of her gear, and whether there were any kind of sickness on board other than that produced by the ever changing movements of our new situation. It was gratifying to know that the vessel, her pumps, boats, fire-hose, stores, medicine chest, passengers' berths, and the hospitals, &c. &c., had all been inquired after and examined by competent officers, and that all on board had passed under the notice of the medical inspector. For spiritual instruction, we had been visited by a missionary who had given us religious tracts; and as we began to get acquainted, I noticed the Bible and hymn-book in the hands of many.

Monday the 30th.—It was blowing a fine breeze

from the north-west, and some of the passengers who were sick appeared to be much recovered. Nothing very remarkable transpired during the day, except the giving way of the fore-top-gallant halliard, a thing which gave little or no alarm.

As I had felt almost nothing of sea-sickness myself, and having been accustomed to travel by sea, I could use my sea-legs,—as the sailors call it, when you have to steady yourself as the ship rolls,—and so able to move about the decks, taking notes of what was going on. The ship was fitted up for four classes of passengers, namely, first-cabin, second-cabin, intermediate, and steerage. The first-cabin passengers were aft, in the saloon, which was nicely fitted up for both single and married people, and they messed with the captain. The second-cabin was downstairs, below this saloon; and although the second-class passengers were provided with a steward to attend upon them, they had nevertheless to make their appearance on certain days, and get their rations weighed out to them, just as those in the intermediate and steerage had to do. The intermediate passengers were situated between decks, in the middle part of the ship; and the steerage passengers were on the same flooring, a little nearer the bows of the vessel, shut off by a bulkhead, in which there was an ordinary-sized door, so that the latter two classes of passengers were in close proximity; and many of them having experienced strange and daring exploits, it was quite a treat to listen to their conver-

sation at times; indeed, some of it so attracted my attention that I took notes of the same, and shall give them to the reader farther on.

This part of the ship, called the steerage, was fitted up exclusively for men, while all the other places were arranged so as to accommodate families, as also men and women requiring separate berths.

The cabins for the beds were all properly fitted up along each side of the ship, measuring about ten feet square, with doors; so that, especially in the intermediate, there was a large saloon or space between the cabins, fitted up with long tables, and seats at each side, leaving room at both ends for passengers to move about. I may mention that the doors of the cabins were ventilated, and made to slide, so that they could open and shut easily.

Tuesday the 31st.—We had a light breeze from the north-west, and at twelve o'clock noon our latitude was 47° north, longitude $8^{\circ} 22'$ west, the distance run during twenty-four hours being eighty-two miles. A stowaway made his appearance this morning, and on presenting himself to the captain, he passed, by listening with a sorrowful look to a severe reprimand, and was handed over to one of the officers to find him work for the victuals he was to get while on the passage. He was a young man about twenty years of age, who had been in London learning to be a watchmaker, and having no money, and anxious to return to his parents

in Melbourne, he had taken it into his head to get stowed away. Poor fellow, he did not have a pleasant life while on the passage. It rained very heavy during the night, and on Wednesday the 1st of August the wind was blowing strong from west-by-south, and at twelve o'clock noon we had run two hundred and seven miles.

We were now getting pretty well acquainted with each other, especially those sleeping in the same cabins. Some were sewing bags to hold fruit, tea, sugar, coffee, &c.; others were driving nails in the beams inside their respective cabins; while those not employed in this way were getting their luggage properly placed, and their berths made more comfortable, and the like. The cooking utensils that each second-cabin, intermediate, and steerage passenger required were,—a large whiteiron pail; a wash-hand basin, a deep plate, a shallow plate, a small jug, a large coffee-pot with a hook, all of whiteiron; a knife and fork, a spoon; and a piece of white cotton, for making bags to hold provisions, such as I have mentioned. Apart from the rations provided by the company, it is a good thing for each of the class of passengers to whom I have referred to have a Belfast ham, a few red herrings, some oatmeal, and a little good brandy, the latter to be used as medicine. Each passenger should also have a bar of brown soap, some pins, needles and thread, pens, ink, writing-paper, and plenty of good books to read. Apart from a passage in the first cabin, I would

prefer being in the intermediate, as there the people are generally as respectable as those in the first and second cabins. Their situation in the ship, as well, does not expose them to so much motion as those in the aft and fore parts have to contend with; and each mess have their cooked and uncooked rations always at their own disposal in their own cabins, and can eat when they feel inclined,—a privilege which the second-class passengers often felt the want of, what remained of their rations being taken from the table by the stewards.

Thursday the 2d August.—We were in the Bay of Biscay. There was a heavy swell in the sea, producing sea-sickness, of which several passengers complained. Our latitude was $43^{\circ} 4'$ north, longitude $14^{\circ} 10'$ west; distance run since last observation, one hundred miles; and we passed three vessels, by appearance homeward bound, while our own good ship stood on her way, all her gear working well.

Friday the 3d.—We were in latitude $41^{\circ} 20'$ north, longitude $13^{\circ} 9'$ west; distance run, two hundred and twenty-one miles. Two ships sailing our own course were seen far ahead of us; but we soon came up with them, and left them behind, our ship being the largest, while the wind was strong enough to stretch our sheets, and press us forward over a smooth sea in beautiful style.

We were all in good spirits, except a few of the passengers who got frightened because the ship was a little leaky. Up to this time we had been supplied with provisions from the cook, and had not been properly formed into messes, but orders were now issued that we were to be classified for that purpose at once. By this time, however, we had arranged amongst ourselves how we would like to go together, and the purser, who had charge of the provisions, acted very wisely by allowing us our own way in this respect, because to a great extent it prevented disputes amongst the passengers while on the voyage. The fact is, that with all the indulgence granted to us by the officers, it was sometimes very difficult to preserve that peace and order which was essential to our comfort and happiness, and a man who could pass a joke without giving offence, and so keep the company in good humour, was of great service on board the ship. A man of that description is often very useful in preserving order on the land, where there is plenty of room either to fight or fly; but on board ship, where a mixed multitude are living together in a small space, it may be for months, surrounded by the deep and dangerous ocean, which is at times very boisterous and alarming, his presence cannot be over-estimated. The messes were composed of four, six, or eight persons, and numbered from one upwards, thus making it easy for the passengers' cook and the purser to discharge their duty, and make no mistakes.

One out of a mess served as steward to his own company for a week, part of his work being to see that his mess got their full quantity of rations from the purser.

In making myself acquainted with parties in different messes, I learned that when they had a lady amongst them who could bake bread, make pies, tarts, plum-pudding, and prepare anything special which might be required for the table, she was a great boon, and quite a favourite; the thought of which, I doubt not, imparted a happiness to her mind which ladies not being qualified to assist in the same way knew nothing of. Indeed I heard some of them speak in such a way, as to lead me to think that they were inclined to blame their parents for their ignorance of this department of house-keeping. Yes; I would remark here, that parents should see to it that, whatever they may teach their daughters, they should not omit to teach them how to cook. It does not matter how much money is likely to be theirs, a knowledge of cookery is necessary to their usefulness, and consequently to their happiness, either at home or when travelling abroad. I recollect reading an article in the *Ladies' Own Journal*, called "The Model Wife," in which the writer mentioned that he had heard of a judge who inscribed upon his wife's tombstone the following words:—"She was an excellent woman, and a good cook." If she was what he said, what a blessing she must have been to her family and ser-

vants! On the other hand, I remember reading a story about a young merchant who had been lately married. He came home to dinner one day prompt at the hour, when, to his astonishment, there was not even a cloth on the table, let alone anything to eat; and as his time was limited, he asked his young wife the reason. "O dear!" she said, "the servant went out a message, and has not returned, so there is no dinner." "Well," he answered, "under the circumstances you might have prepared it." "*Me! me prepare a dinner!* I never learned to do such things." The reader can imagine the young merchant's thoughts. If I remember right, he sent her to a cooking establishment to learn what her mother ought to have taught her when a girl.

In getting us all properly settled down in our domestic-like positions, I noticed that the officers did their utmost to make us comfortable, seeing to it as they did that we were satisfied with our accommodation. Indeed in this respect their conduct was praiseworthy.

Saturday the 4th.—We were in latitude $38^{\circ} 35'$ north, longitude $16^{\circ} 12'$ west; distance sailed, one hundred and ninety-eight miles. The day being fine, the most of us were on deck, where many interviews took place, thus getting better acquainted; and in the evening we had music and dancing on the main deck, an amusement which all appeared to enjoy. Taking

into consideration the monotony of a long voyage, it seemed to be of importance that some kinds of amusement should be resorted to, in order to divert the mind and exercise the body ; so, just as it is on land, Saturday evenings were generally the time when such diversions were enjoyed by us upon the deep blue sea.

Sunday the 5th.—Latitude $35^{\circ} 26'$ north, longitude $17^{\circ} 56'$ west ; distance run, two hundred and three miles. It was blowing strong on this day from NNE., sending the ship through the water in a way quite enjoyable, while all kinds of work which could be avoided was discontinued ; the crew and passengers walking about in sabbath-day attire, some answering to the call of the bell, which about mid-day sent out its inviting peals to the people to attend divine service, which was conducted by our good captain in the first cabin, and some congregated on the main deck to hear each other's news.

Monday the 6th.—The wind was on the quarter, blowing strong, leading one to think there was quite enough canvass spread ; but as our captain was not of a frightened disposition, orders were given to set one of the studsails. We were in latitude $32^{\circ} 22'$ north, longitude $19^{\circ} 10'$ west ; distance run, one hundred and ninety-seven miles ; and with the exception of three whales we saw on our port-bow, nothing transpired during the day worthy of much notice.

Tuesday the 7th.—The wind was very light from the north, the vessel, of course, moving slowly along. Our latitude was $30^{\circ} 50'$ north, longitude $19^{\circ} 24'$ west; distance sailed, ninety-three miles.

Wednesday the 8th.—Latitude $28^{\circ} 5'$ north, longitude $19^{\circ} 13'$ west; distance run, one hundred and sixty-five miles. We had a strong breeze from the north-east, and, the ship being leaky, the carpenter attended to the pumps, which were wrought by steam, the machinery being the same as that used almost constantly for condensing salt water into fresh; and as the pumps wrought well, the ship was soon dry, and our alarm ceased. While speaking of the condensing engine, I may mention that the water produced was very good, and when mixed with a little lime-juice, of which we had a certain quantity served out every week, it made a pleasant drink. The water was conveyed from the condenser to tanks in the bottom of the after part of the ship by means of pipes; and the man taking charge of the mess with which he was connected, had to attend every morning at seven o'clock to get the quantity served out for the day. It was brought up from the tank, or tanks, by a force-pump, and measured out by one of the stewards, as particularly as possible, though we always had enough. At first I felt rather reluctant to drink this water, which had been distilled from the ocean over which we were sailing; but after using it for a

few days, I could drink it as freely as any other kind, and even when sailing through the tropics it was brought up from the tanks as cold as if we had been sailing in the North Sea.

Thursday the 9th.—Latitude $25^{\circ} 52'$ north, longitude $19^{\circ} 49'$ west; distance run, one hundred and ninety-four miles. Flying-fish rose out of the water in great numbers during the day, and never having seen fish flying before, the sight attracted my attention very much. Either having been frightened by the motion of the ship, or pursued by the dolphins, they came up from the surface in thousands at a time, dashing forward with great force, and often touching the tops of the waves as they went, to save themselves from their other pursuers, namely, the marine birds that were flying above them. In this way they would fly a few hundred yards at a time, and in their flights at night they often struck the sides of the ship, and were picked up out of the chains in the morning.

They were about twelve inches long; their flesh was pleasant to the taste, and much resembles that of the fresh-water gudgeon. They had the appearance of a large herring, eyes very large, scales soft, teeth minute, and their fins on each side resembled the wings of a small bird.

We were now getting into the tropics, which, as the reader will likely know, extend twenty-three and a half degrees on each side of the equator. The weather was

fine, and as we had more sunlight than usual, we enjoyed the evening in listening to our brave tars singing sea-songs, and the favourite amusements of music and dancing were resorted to occasionally, in which our tars joined most heartily, often leading the dance in their usual jolly style.

Friday the 10th.—Latitude $21^{\circ} 8'$ north, longitude $21^{\circ} 13'$ west; distance sailed, two hundred and twenty-five miles. The weather was rather dull in the morning, but it turned out a fine day, and we had a light breeze from the north-east. As we were now in the tropics, and clear of the strong, variable winds, a number of our new sails were taken down and old ones put up in their place.

Notwithstanding the large number of sailors we had on board, they were all kept busy almost every day; and the boatswain, a very stout elderly Englishman, with a commanding appearance, had full charge of them, giving them job after job as he did to employ their time, and keep them, often against their wills, from singing songs and telling stories—or, according to the sea phrase, *spinning yarns*—amongst themselves in the forecastle, where there was much fun at times. In thick drizzly weather, however, when they could not do any work on deck, they enjoyed themselves in the forecastle in the way to which I have referred; and they were always glad to have such of the passengers amongst them as could sing a good

song, or tell an amusing story, in that free and easy off-hand style the writer has often seen it done in the commercial-room, when commercial travellers would meet in their hotel at night to solace themselves with a glass or two of toddy and humorous conversation. Indeed men of that description (and we had two or three of them on board) were at home amongst any class in the ship, and owing to their cheerful and easy way of making people friendly, they became a kind of peacemakers, when at any time disputes would arise among the passengers.

Saturday the 11th.—Latitude $18^{\circ} 33'$ north, longitude $20^{\circ} 19'$ west; distance sailed, one hundred and fifty-six miles. The ship was very leaky during the day, and the pumps were discharging great quantities of water.

The reader may be interested in knowing something about how it happens that a ship may be leaky the one day and not in that condition the next, and that while the bottom of the ship cannot be seen, how it can be ascertained that the water is accumulating.

As I have said already, the carpenter had (as I suppose is the general rule on board ships) charge of the pumps, and I noticed that he had a line, with an iron rod attached to the end of it, which he let down through an iron pipe stretching perpendicularly from the top of the pumps down to the keel of the vessel. On this rod there were marks made showing feet

and inches, so that in lowering it down through the pipe till the end of it touched the keel, and then pulling it up, it was easily known, by seeing how high the water-mark was on the iron, what depth of water was in the ship. This was done at certain times, and, as I understood, in accordance with rules for the carpenter to observe; but I noticed it was always attended to after the ship had been *strained* by coarse weather, when it was to be feared she *would* be leaky. The fact is, the creaking and apparent twisting of the ship from stem to stern, when we were amongst cross seas and overtaken with gales of wind, were to those unaccustomed to travel by sea at first rather alarming; but our passengers through course of time became inured to it, and the sailors appeared to think nothing about it, and would smile at any passenger expressing fear. Either when the depth of water in the ship was ascertained, or when she had to be pumped, she was put head a-wind so as to bring the water level under the pumps. At first when this was being done, some of the passengers got very much alarmed, thinking that something was wrong; but, like many other things, such movements became familiar to us, and when they would occur we thought as little of it as the sailors did.

Sunday the 12th.—We were almost becalmed in apparently peaceful waters on this day. The sea, stretching to the horizon around us, appeared to be as

smooth as glass, and our gallant ship standing as she did majestically in the centre of a great circle, and there being nothing to obstruct our view, the sight was beautiful.

The ladies, attired in summer dress, fluttered about the decks, quite as easy as if they had been walking on some fashionable street enjoying city life.

The large bell began to toll, informing us to prepare for church, while some of the passengers and crew could be seen passing along the deck with their Bibles in their hands,—putting one in mind that our present enjoyment and the scenes of nature, however attractive, were passing away, and that we were hastening to another state of existence. What a solemn thought! As the weather was so very fine, we assembled aft on the poop, where the first-cabin passengers *only* were allowed to walk. In worshipping our Creator, however, there was no distinction; we were all brothers and sisters, far far away from kindred and home upon the deep-blue sea, mingling our voices in one harmonious sound in singing praise to Him who said, “Let the waters under the heavens be gathered together into one place, and let the dry land appear, and it was so.” But, just as it is on shore, *every* one did not relish divine service, so that those who did not attend could be seen lying here and there about the ship,—some on the fore-castle, others on the top of the house on deck, while a few were sitting in the ports and on the long thick spars which were securely lashed

on the outside of the bulwarks on each side of the vessel, about a level with the upper-deck. These spars were very thick, being suitable for masts or yards, and kept in reserve in case of any of those we had standing being carried away in bad weather. A few of the people not attending public worship were reading, and others were engaged in conversation; but far too many were sleeping away their precious time, of which they might have been making a better use. Shortly after divine service was over, the bell rang for us to take dinner, when each mess assembled around their respective tables; and it being Sunday, and a fine day, the best that the mess-stewards could produce was set before us. After we had partaken of a sumptuous dinner, two of the boats were lowered and filled comfortably with some of the crew and passengers; who, after enjoying themselves by pulling to a considerable distance from the ship, and a few of them bathing in an unknown depth of water, returned in about an hour, when we gave them a hearty welcome, cheering them in right good style, on board the "Sussex," of which they must have got a splendid view as she stood still and upright on the smooth waters of a tropical sea. While those in the boat had been enjoying themselves in this way, a number of the passengers had been bathing alongside of the ship; and to see one encouraging another to plunge into the deep, so as to be able to say that they had *bathed in the tropics*, was rather amusing, but of course none

ventured to leap but those able to dive and swim dexterously. Some one or two, however, who had undressed and made ready to jump, shrunk from the adventurous plunge; not so much for the reason that the water was so deep, but for fear of sharks, which are known to be very numerous near the equator; and when I thought of the danger in that respect, I did not admire the courage displayed on the occasion. We had divine service in the evening between decks, where the intermediate passengers were accommodated, when one of their number officiated in accordance with the Scotch presbyterian form. One of the tunes sung at this service was the "Old Hundred"; and although we were a mixed company, hailing from different parts of the world, the most of us appeared to be able to sing it. It is scarcely possible to put in words the thoughts which would occupy the mind at a time like this, afloat as we were, praising God, reading His word, and coming before Him in prayer. For my own part, I fancied myself in the old church at home,—I mean the home of my early boyhood in the far north islands of the sea, "around which the wild waters roar" in winter, but at times look so beautiful in summer. Yes; the old meeting-house in the parish of Sandwick, Shetland. Although separated from it many thousand miles, it was vividly brought before my mind's eye, when I took a glance at the beams of the ship overhead, the length and breadth of the saloon, and the goodly number of brave seamen that were willingly

joining in the exercises of worship to the Ruler of the universe, who has said, "Thou shalt worship no other God, for the Lord, whose name is Jealous, is a jealous God." When the service was over, the passengers went to their respective cabins, while the sailors attended to their various duties; and as it drew near mid-night,—the watch having been called a while before,—the wind sprang up from the north, filling our sails and making the ship again plough the ocean; and in a short time the most of us were in the land of dreams, no doubt having an interview with old friends, at least I often did on such occasions.

Monday the 13th.—Latitude $16^{\circ} 35'$ north, longitude $19^{\circ} 49'$ west; distance sailed, ninety-five miles. It was blowing a fine breeze from N.N.E. Porpoises were playing about the ship in thousands, sometimes jumping out of the water several feet high. The porpoise is distinguished from the dolphin by the superior thickness of its head and its smaller size. The back is generally black, and the belly white; the upper and lower jaws are both furnished with sharp teeth, these being black in the upper and white in the lower; the spout hole is upon the crown of the head; its length measuring from the nose to the tail generally about five feet; and there is a coating of fat about one inch thick, next the skin, which produces fine oil.

Having heard and read about the trade winds, I took notice of how the wind blew while sailing through

the tropics, and found that it was from north-east to east on the north, and from south-east to east on the south side of the equator, and when we got in about 40° south latitude we had a strong breeze from the west. The reason why these winds are called trade winds is, that they favour commerce in being known to mariners to blow from the same directions all seasons of the year, so that these men can make their calculations in such a way as to perform their voyages in very nearly the same length of time; and in reference to winds generally, it is only after many experiments in sailing through various latitudes and longitudes, that for instance an Australian voyage can be known likely to take a certain number of days, which shows that the minute observations which have been taken from time to time regarding the subject, it is now pretty well known how captains should steer while sailing round the globe so as to get the best winds and thereby make the shortest passages. I recollect an East India captain telling me that he had often sailed out of his course a few hundred miles in order to get to the place where he was almost sure he would get a fair wind, and generally got it, while other captains not so well experienced kept beating to windward for days and making very little headway; so that it becomes of great importance for mariners, as well as others, in another sense, to understand the subject in reference to how the *wind blows*.

Tuesday the 14th.—Latitude $14^{\circ} 45'$ north, longitude $22^{\circ} 27'$ west; distance sailed, one hundred and one miles. We had some sport on this day catching a shark, and as it was calm with a smooth sea, the fun was all the more enjoyable. We first saw him at the side of the ship, moving slowly through the water, evidently in search of something to eat, but he ultimately kept close by the quarter, sometimes near the stern. Immediately on it being known that a shark was near us, preparations were made by the sailors to catch him, and for that purpose they secured a strong rope about the thickness of a man's finger, tied a large hook to the end of it, and then putting on a large piece of pork as a bait, which was thrown overboard, the shark gulped it eagerly, and was fast, and no mistake. I shall never forget the splash he made with his tail, and how desperately he struggled for freedom, while the sailors and others were singing out, "Hold on, my boys." But his efforts to get away were of no use, the hook had got a good hold in his throat. Two hardy sailors held on, another was ready with a rope having a running hitch on the end of it, which being flung near him, his tail got into the noose, and thus he was soon on the deck of the "Sussex," surrounded by a goodly number of spectators; and the scene was all the more interesting, when we took into consideration the fact that he was the first stranger which had visited us from the day we left England. He created no little amusement, especially to the children, as he

struggled desperately to get into his own element, but in that he never was to be again alive, because no sooner were we satisfied in seeing his movements on the deck, than one of the sailors plunged a large knife into him, severing his head from the body, which led me to think that his struggles were over, but such was not the case, as I noticed he still moved his tail. He was however soon cut up in pieces, and part of him eaten by some, who said he tasted well; but when I thought of him being a man-eater, I could not think of eating what others appeared to relish. While speaking about a shark, it may not be out of place to mention that the form of its body is elongated, and the tail thick and fleshy. The mouth is very large, situated beneath the snout, and is armed with several rows of compressed sharp-edged teeth. The water penetrates to the gills by means of several transverse openings situated on each side of the neck. The skeleton is cartilaginous. The skin is very rough, covered with a number of little ossious tubercles, and that of some species form the substance called *shagreen*. The eggs of the shark are few, and large in comparison with those of bony fishes. They are enveloped in a hard horny semi-transparent shell, terminating at the four angles with long filaments; in short, they resemble those of the rays, and are likewise frequently cast up by the waves upon the shores of the sea. The flesh of sharks is in general hard, coriaceous, and ill-tasted, but some are good for

food. They are the most formidable and voracious of all fishes, pursue all other marine animals, and seem to care little whether their prey be living or dead. They often follow vessels for the sake of picking up any offal which may be thrown overboard, and man himself often becomes a victim to their rapacity. The sailors hate the shark as their common enemy, and while the one we captured was being cut up, I could easily see that the crew were filled with revenge, and the occurrence led to many a strange and thrilling story being told by parties on board, of men having been exposed to attack, and in some cases eaten by the monsters. This reminds me of an incident in my own experience. It was after having made a very rough passage along the coast of Scotland, when as a passenger I was glad to find myself at last in the port of our destination. Immediately after we arrived the master met a party in some way connected with the vessel, who was displeased with him about something, and I well remember the master saying to himself as he came on board, "We are no sooner clear of the sea sharks, than we are encountered by the land ones," and he was anything but pleased.

Wednesday the 15th.—Latitude $13^{\circ} 23'$ north, longitude $22^{\circ} 35'$ west; distance sailed, one hundred miles. There was a good deal of talk to-day about the shark, and although a landsman may think it strange that our attention was so much taken up

about this stranger, yet he must remember that the monotony on board ship is very great indeed, and the least thing which may occur is eagerly made the starting point of varied and lengthy conversation, leading as it often did to increase our stock of knowledge about many things worthy of being noted in a memorandum book.

Thursday the 16th.—Latitude $11^{\circ} 22'$ north, longitude $23^{\circ} 13'$ west; distance sailed, forty miles. It was quite calm till about one o'clock p.m., when the wind sprang up in our favour, of which we were all glad but one passenger, who told me that he had sailed round the world seven times on the Australian passage, feeling more inclined to do that than live in Melbourne, where he said his family resided. He did not hesitate to tell me that his wife had left him and gone to live with another man; and, as an intermediate passenger, he found that it was much cheaper to live on board ship than it was to do so on shore, so that it would be all the better for him the longer we were on the passage. In course of conversation he informed me of the reason why his wife left him,—of course we had been often talking to each other and got quite familiar,—he said that he had been giving his wife £3 per week, which he thought was quite enough to pay household expenses; but this man with whom she had gone to live, had offered her £6 per week, which was too much of an advance

for him, and so off she went. He told me he had been in Australia for many years, principally in Melbourne, where he had carried on business for a long time and made money; and now, having retired from taking an active part in trade, he had made up his mind to spend a considerable portion of his time in sailing between Melbourne and London. This rather amusing conversation came to an end, by him telling me that he had taken to himself another wife, which he considered right under the circumstances, and that such cases were frequent in Australia; but I daresay he would understand by my remarks, that I could not agree with him on that point, and the rather delicate subject was dropped. We passed a ship on this day, and in speaking to her by signals we learned that she was from Calcutta bound to London, and after arriving in Melbourne I saw by the English papers that we had been reported as seen by her, and that our position in regard to latitude and longitude was given correctly, showing me that trustworthy information can be got by signals. Having nothing to look upon but a wide expanse of ocean day after day, it is surprising to think what a commotion the sighting of the ship produced amongst the passengers. When she hove in sight we all got on deck to have a look at her, at the same time our midshipmen were getting the signals ready, and when we heard that she was bound to London we were all very glad, because we expected that she would

report us, and our friends now far away would likely hear how we were progressing on our voyage. An hour after this we sighted another vessel which appeared to be sailing our own course, but she was too far from us to exchange news by flags. It appeared to be part of our midshipmen's duty to take charge of the signals, but our captain and first officer were generally present while conversing with vessels in that way; and I may mention, that while we used flags only, there are various kinds of signals used at sea. They are sometimes made by firing artillery, displaying pendants, lanterns, or fireworks,—as rockets and fires,—and these are combined by multiplication and repetition, by which combination of preconcerted signals the admiral conveys orders to his fleet, every squadron, every division, and ship of which has its particular signal. Every ship to which a signal is made, promptly answers it by hoisting some particular flag, to show that she has received and understands the order thereby conveyed. All signals so as to be understood must be simple, and composed in such a way as to express the same signification at whatever mast-head or yard-arm they may be displayed; and when it so happens that two ships are sailing in the same direction and their speed about the same,—sometimes the sails are so adjusted as to keep the vessels near each other,—conversation may be kept up for hours, and questions and answers, sometimes of an amusing nature, succeed

each other, giving fun to the officers first, and next to us all as we hear what has been said. Thus the monotony on board ship is often broken, and signalling becomes a source of pleasure, especially to emigrants who have not been accustomed to a lonely life on the ocean.

Friday the 17th.—Latitude $10^{\circ} 19'$ north, longitude $21^{\circ} 42'$ west; distance sailed, one hundred and nine miles. The day was fine, and the passengers were moving about the decks talking to each other in reference to crossing the *line* (as the sailors called it), and wondering if there would be any shaving going on, but the captain allowed nothing of the sort. In days gone by, however, there was scarcely such a thing as a sailor to cross the equator for the first time without either paying a fine or submitting to a rather rough kind of shaving, such as using tar for soap and a piece of an old iron hoop for a razor, the would-be barber keeping his hand anything but steady while the operation was going on; but all that sort of thing is almost entirely done away with now, so that young men going to sea need not be afraid of such bad treatment. I call it bad treatment, because I have been told that the loss of sight has sometimes resulted from boys having been subjected to the savage custom.

Saturday the 18th.—Latitude $8^{\circ} 6'$ north, longitude

20° 47' west ; distance sailed, one hundred and thirty-three miles. The sea had become rough, and the wind blowing pretty strong, but we were glad of a cool breeze under a hot scorching sun, not only to keep us cool, but to waft us along to colder latitudes, and so on to the port of our destination. It rained a good deal during the day, and numbers of us moved about the decks with our bare feet, which was very refreshing indeed. Having plenty of time at my disposal, when at any moment a subject was brought to my mind by anything occurring on board ship I immediately took a note of it, and endeavoured to get a book to read in regard to the information I wanted ; and the cause of rain embraced my attention at this time. I learned by reading that the production of rain has from the earliest times engaged the attention of philosophers, but it was reserved for Dr James Hutton, of Edinburgh, to furnish the true solution of the problem. His views on the subject were made known in 1787, since which period it has been greatly neglected by writers upon meteorology. Dr Hutton says :—" Air in cooling, it is known, has the property of depositing the moisture it contains. But how, it may be asked, is it cooled in the free atmosphere, unless by the contact or co-mixture of a colder portion of the same fluid? Now the portion of air which is chilled must in an equal degree warm the other. If, in consequence of this mutual change of condition the former be disposed to resign its moisture, the separa-

tion of moisture on the mixing of two masses of damp air at different temperatures, would therefore prove that the dissolving power of air suffers more diminution from losing part of the combined heat, than it acquires augmentation from gaining an equal measure of it, and consequently this power must, under equal accessions of heat, increase more slowly at first than it does afterwards, thus advancing always with accumulated celerity. The quantity of moisture which air can hold thus increases in a much faster ratio than its temperature." . . . "This great principle in the economy of nature was traced by Dr Hutton from indirect experience. It is the simplest of the accelerating kind, and perfectly agrees with the law of solution which the hygrometer has established."

Sunday the 19th.—Latitude $6^{\circ} 49'$ north, longitude $18^{\circ} 35'$ west; distance sailed, one hundred and fifty-two miles. The day was fine and clear. Divine service was conducted by the captain, which was well attended; and during the day we kept moving about the decks, reading, singing, debating, and amusing ourselves in a harmless way.

A Christian man, finding himself in the midst of a people holding views in regard to the Sabbath different to himself, will find that the tenth and eleventh verses of the second chapter of the Proverbs will be of great service to him, and every follower of Christ should have the words committed to memory:—

“When wisdom entereth into thine heart, and knowledge is pleasant unto thy soul; discretion shall preserve thee, understanding shall keep thee.” I might enlarge on this subject, but it would be diverging too much from the narrative I am endeavouring to put before the peruser of these pages.

Monday the 20th.—Latitude $1^{\circ} 16'$ north, longitude $15^{\circ} 20'$ west; distance sailed, one hundred and ninety-seven miles. We had a light breeze from south-by-east; and the sailors called this “dead-horse day.” The reason why they did so was owing to the month having expired for which they got payment before leaving London, and which they called the first month’s advance. They made a demonstration, as follows:—They hoisted the effigy of a horse made of straw to a yard-arm; it was named “Neptune,” set fire to, and then lowered into the sea; after which they expected to be supplied with grog, either from the passengers, the midshipmen, or the captain. In this they were not disappointed, as during the evening any sober man could see that they had got more than enough. They amused themselves by singing, playing various kinds of tricks on each other, mimicing the different classes of society by holding a dialogue and making gestures as they expressed their sentiments, in such a way as often to attract the attention of even some of the first-cabin passengers and create great merriment. For a change

they would occasionally have a dance on the main deck, some of the passengers joining them; indeed the sound of the violin appeared to make us all kin, making us more inclined to speak to each other and make humorous remarks. Yes, even the ladies, of superior rank and refined taste, did not hesitate to mingle with the rustic lads and rosy-checked lasses from the country, and enjoy the fun going on in the dance. As the night came on, and the dancing over, the sailors confined themselves more to their own society, and, as was very natural, they began to take a little more drink, which resulted in one of them having taken too much, inducing him to quarrel with one of his shipmates. Had dancing been allowed to continue, this man would have no doubt danced the quarrel into friendship, as I have often seen by landsmen on shore; but it was near twelve o'clock at night, and many of us enjoying a comfortable sleep, and the time when, according to the rules, all should be quiet. Our sailor who had taken the overdose of drink, however, did not appear to abide by the rules of the ship; but he became quite the opposite of quiet, which alarmed his brother sailors to such an extent as to make it difficult to them what to do with him. It brought to my mind what I have sometimes heard sailors singing on such occasions, viz. :—

“What shall we do with a drunken sailor? What shall we do with a drunken sailor?

What *shall* we do with a drunken sailor, early in the morning?”

and so on, in words I do not very well remember. In trying to secure him, he stripped himself naked above the waist, and became so much agitated as to appear more like a madman than anything else. He attempted to take command of the forecabin, threatening to murder any man who dared to touch him; and one of the sailors, who was endeavouring to make him peaceable, got his face cut, while another who interfered got a black eye; and in the scuffle which ensued in the forecabin, the man who was the worse of liquor got many a dreadful blow, as I was told, to make him sober. While this was going on in the forepart of the ship, those aft in the cabin would likely know nothing about it at the time; but it was ultimately known, as will be seen by the proceedings next day.

Tuesday the 21st.—Latitude $5^{\circ} 26'$ north, longitude $13^{\circ} 26'$ west; distance sailed, one hundred and thirty miles. It was blowing a fine breeze in our favour, the sea was smooth, and the ship was making good headway. The men that had been creating so much disturbance the night before were ordered to appear before the first officer, and the interview ended in a reprimand to the man who had been the cause of the mischief, as also his usual allowance of grog to be stopped for a time, and told in tones of firmness that he would be put in irons if he attempted to disturb any one of either crew or passengers again. He

appeared to be much ashamed of himself ; but I may mention that, in reference to his ability as a seaman, I heard some of the sailors say that he was able and willing. I was sorry for him myself, because I had been taking notice of him as being kind and obliging to the passengers ; but this unfortunate affair did not make any difference in that respect, because to the end of the voyage he was as willing to do any of the passengers a favour as he had been before.

I shall not pass by the incident to which I have just referred without taking notice of the arrangements connected with the supply of grog to the sailors. It was always in the evening they were served with this kind of drink, which was a mixture of rum and water, and the purser, who generally served it out, sat, as a rule, near the first-cabin door, alongside of a bucket containing the liquor, measuring it out to each sailor in equal quantities, who either took it away in a pannikin or jug, or drank it there and then out of the measure which the purser used ; and this was done sometimes in the presence of a number of spectators, a few of whom looked as if they would like to have a drop, and occasionally they succeeded in getting a little by telling the purser that they had been assisting the sailors in pulling ropes, a story which our tars never contradicted. Sometimes I heard sailors say that the grog was too weak ; but I noticed that almost at any time when that complaint was made it was squally, unsteady weather,

and I imagined that our chief officer had given instructions to make it weak when heavy weather was expected, so as to keep our sailors sober and fit for duty. I do not make this remark in any disparagement to our crew,—because, upon the whole, we had a good class of men to work the ship,—but I allude to it with a view to compliment the officers for their attention to everything connected with the safety of the vessel, and thereby meriting the confidence of the passengers in their knowledge and management.

Wednesday the 22d.—Latitude $4^{\circ} 11'$ north; longitude $11^{\circ} 31'$ west. The wind was light, from south by west, and our distance sailed was one hundred and thirty-six miles. We were all in good spirits, some of us moving about the deck in twos and threes talking about crossing the line on the coast of Africa, what kind of weather we would have in the southern hemisphere when we would pass the Cape of Good Hope, and a variety of other topics more or less relating to foreign lands, especially the far-away land to which we were bound.

Thursday the 23d.—Latitude $3^{\circ} 14'$ north, longitude $10^{\circ} 4'$ west; distance sailed, one hundred and four miles. The wind had gone round to the south-east, blowing strong at times, but during the greater part of the day it was light and changeable, a kind of weather which is always the case about the equator,

and sometimes sudden squalls are experienced, for which there must be preparation made in good time. We were full of hope, however, that we would soon get into latitudes where we would have a steady fair wind, such as for most part we had enjoyed since leaving the now far-away land in the north. I may observe here, that on board a regular passenger ship such as the "Sussex," all the arrangements regarding washing, cooking, meal hours, and when to get up in the morning, are all made known to the passengers at the beginning of the voyage; and it is only when stress of weather or accident occurs that these rules are not attended to, so that when there is a fair wind the ship—as it often happened with us—may be on the same tack for weeks at a time; and when it is such steady weather as that, to a slight observer there is very little change, or anything of consequence to attract attention. True, a ship may heave in sight, a fish may be seen, the sky may change its appearance, or a passenger, to the amusement of others, may miss a step of the ladder leading from the one deck to the other and come quicker down than he intended; but with a few more things, to which I need not refer, these are all that may occur to break the monotony on board ship when fine weather continues day after day. Of course a man with a reflective turn of mind has the changing scenes in the heavens to look at and consider as we pass from one latitude to another, and certainly that of itself is worth the time and

money required for a voyage round the world. In order to let us know how the time passed, there was a large bell hung above the fore-hatch, which was rung every half-hour, commencing at twelve o'clock; one toll indicating half-past twelve, two tolls representing one o'clock, and so on till eight tolls were rung, called on board ship *eight-bells*, which means four o'clock; and then the bell is rung at the end of every succeeding half-hour, until eight tolls indicate eight o'clock; and then a beginning is made on the next four hours,—every toll of the bell indicating half-an-hour. Breakfast was at eight, dinner at one, and supper at six o'clock, as regular as the bell tolled out the time. Each officer and sailor had assigned to him what is called his station, so that each one knew where to attend when orders were given by the officer in command; and it was amusing to see the men and boys running to their respective places of duty at any time, but more especially when the ship had to be put about. At such times we had much fun in being intermingled in heterogeneous confusion, although to some it was laughing and crying alternately. When the loud ringing sound of the officer's voice was heard giving the order "about ship," every man ran to his station in double-quick time; all the sheets were made loose, a man stood at each with a turn of the rope round a cleat, and when all was ready, and the ship put in the wind, there was a minute or two of suspense; the officer in charge standing on

the poop glancing at every sail, low and aloft, with an eagle-eye, and just as the ship veered in the right direction, away came the order "Let go," when every man at the same moment slipped his rope, and the ship went round with such a sudden lurch as to put all in an uproar. Nothing could be heard from between decks but the screams of children mingled with the noise of pots, pans, knives, forks, plates, spoons, boxes, and a variety of other articles I shall not name, having taken a race to the other side of the ship. The children were crying for their mothers, who had been abruptly separated from them by sliding and tumbling to the opposite side of the vessel, becoming unexpected guests to their fellow passengers, who now knew what it was to have their cabins on the lee side instead of the other. Such was the confusion amongst all classes at any time the ship was put about, but when those who had been driven from, as it were, their homes by the force of circumstances, were settled down in their cabins again, and got their cooking utensils, trunks, and other articles so placed as to be better prepared for a similar occasion, order was soon restored. There were, however, a number of apologies made at such times, some for trampling on toes, and others for trying which head was the hardest, and I noticed that amongst some of the young people it had the effect of leading to a milder and more friendly way of meeting each other afterwards; and I rather think that a few of these

rough and unexpected introductions led to matrimonial unions in the sunny lands of the south. In concluding this bit of information about what took place when the ship was put on a different tack, I shall not omit to mention, that with all the care which was taken to keep everything in its place when the ship was put about,—especially if there was a heavy sea running at the time,—the scene was amusing to any one who had nothing to do but take care of himself; but to a man who had to take care of his wife and young children it was quite a different thing, often in his attention to domestic matters exposing himself as he did to a laugh from those looking on; but in order to preserve a good feeling I doubt not many a smile was suppressed, and a helping hand, perhaps to save a youngster from being hurled to the other side of the ship, substituted, thus meriting kindness and adding to our happiness in a home upon the sea.

Friday the 24th.—Latitude $1^{\circ} 59'$ north, longitude $12^{\circ} 22'$ west; distance sailed, one hundred and fifty-six miles.

It was blowing strong from south-by-east, which was refreshing under a hot, burning sun. Indeed we were very fortunate in having a fine breeze almost every day we were in the tropics, while it is known to be a fact that calms generally prevail, especially between 4° and 10° north latitude. In this region of the globe, the winds, in nautical phraseology, are

called "variables," because they blow from various directions, and originate from the combination of a number of causes on and around the earth, far too numerous to name here, but a subject which especially demands the close attention of every navigator. The heat, the rarefaction of the air, the earth's motion and uneven surface, the expanse of ocean intervening between the ship and the continents and islands surrounding the great circle of which she is the centre, and many things beside, all have to do in producing these variable winds.

Saturday the 25th.—Latitude $1^{\circ} 13'$ north, longitude $15^{\circ} 35'$ west; distance sailed, one hundred and ninety-nine miles; wind south-east. Groups of passengers were assembled on deck, congratulating each other on the progress we were making, and how rapidly we were sailing through latitudes where ships are often becalmed, and where it has been said the sea at times becomes almost stagnant.

Sunday the 26th.—We crossed the line about twelve o'clock noon, in longitude $18^{\circ} 21'$ west, and had run two hundred and thirteen miles. We sighted a ship on this day, and when near enough we signalled her; learning by the answers, which were quickly given, that her name was the "City of Glasgow," and that she had been out eighty-two days from Calcutta. Of course, when crossing the line we

were in no latitude, and had we been in the meridian of Greenwich we would have been in no longitude.

Latitude and longitude having been given every day since we left England, I shall say a few words first about the one and then about the other. Latitude is the distance of a place on the surface of the globe from the equator, measured by that arc of the meridian of the place which is intercepted between the place and the equator.

Latitude is either north or south, and it commences with nothing at the equator, ending at the north and south poles 90° . Longitude is the distance east or west of the meridian of the place made the starting point. It is generally the case that the capital of a country is made the place of departure, and from which to reckon the longitude, but it is a very difficult thing in navigation for a mariner to ascertain accurately the longitude of the place he may happen to be in. As it is found out that fifteen degrees of distance east or west is equal to one hour of time, the longitude can be known by having a watch on board which will keep the time of the place from which the navigator takes his departure, so that it is now for the most part by a good chronometer that the longitude of any place is found. Astronomical observations, however, furnish the most exact methods of determining longitude, but it requires a considerable amount of knowledge, both theoretical and practical, on the part of the navigator, before he can feel safe in

laying down the course of his vessel on the chart from a point of longitude ascertained by astronomical observations only. I have read somewhere that the British Parliament once offered a reward of £20,000 for an accurate method of finding the longitude at sea, which shows the great importance of having a thorough knowledge of this branch of navigation.

Monday the 27th.—Latitude $3^{\circ} 13'$ south, longitude $21^{\circ} 3'$ west; distance sailed, two hundred and twenty miles.

We were still favoured with a strong breeze, which enlivened our spirits very much, because, now that we had begun to look at the sun in the north, the peculiar feeling of leaving friends to a certain extent gave place to an eagerness of desire to get to the end of the voyage, so that to some, if not to all, a fair wind, although blowing strong, was hailed with delight.

Tuesday the 28th.—Latitude $6^{\circ} 3'$ south, longitude $22^{\circ} 57'$ west; distance sailed, two hundred and eleven miles. The wind increased with sudden squalls, while the sea got up rapidly, making the ship pitch a good deal, and now and again unsecured dishes were heard, as it were, dancing and jumping, and an occasional smash of earthenware taking place, teaching emigrants the folly of taking such brittle dishes for use on board ship; but that could not make whole their cups and saucers, some of which might have been heirlooms from home.

Wednesday the 29th.—Latitude $9^{\circ} 17'$ south, longitude $24^{\circ} 36'$ west; distance sailed, two hundred and eighteen miles. One of the midshipmen had been indulging in the use of strong drink, so much so that he became disorderly, not only refusing to attend to his duty, but showing signs of being incapable to discharge it; and as our captain was known to be very strict in regard to his discipline of these young gentlemen, several discussions took place amongst the passengers as to how this offender would be dealt with next day. We had a few of this class of young men on board, and, putting myself occasionally in their way, I learned from some of them a little of their history, which was interesting, and in some cases rather amusing as well. I could easily see by their polite bearing that they were very respectably connected, but being of a little roving disposition, they had taken to a seafaring life in order to gratify their desires to see other lands and experience the pleasure of being able to say that they had *travelled*. I learned that each of them were paying sixty pounds per annum to the owners of the ship for their victuals, and getting a knowledge of seamanship with a view to being captains some day. Part of their duty was to take charge of all that was required to be done about the mizzen-mast; but when it was very rough weather, and dangerous to go aloft, some of the sailors were called to their assistance. Indeed I often thought it would have been much better for them had they just submitted to the same

kind of ordeal our boys in the forecastle had to go through, as there is no doubt it would have made them better seamen, and, as a matter of course, all the more qualified for taking command of ships, involving as it does very serious responsibility. Some of them, however, had never been accustomed to much fatigue, nor to wet and cold such as sailors are often exposed to, and I heard some of them say, that as soon as they got back to their homes, they would take to some other profession, and never go to sea again. Others, on the other hand, were differently minded, and so exposed themselves to danger along with the crew, as to show me that they were determined to push ahead in gaining knowledge by experience; and I doubt not, if they are spared to enjoy health and strength, they will see the day when they shall occupy the honourable position of being commanders of ships, and rank amongst those men of whom England may be proud, namely, British mariners, who as a rule are known to do their duty well in guiding our ships from land to land, and thereby increasing our commerce, prosperity, and happiness.

Thursday the 30th.—Latitude $12^{\circ} 17'$ south, longitude $25^{\circ} 52'$ west; distance sailed, one hundred and ninety-seven miles. The ship was sailing close by the wind,—or, as the sailors call it, close-hauled,—stretching the sheets and other ropes connected to the sails set; but none of them gave way, and, with the wind pretty

strong, we were sweeping along in fine style. The midshipman who had been the worse of strong drink was called to appear before the first-officer, and got off with a reprimand. I may mention here that the captain was very particular as to showing his authority over all the other officers, and they in turn, according to their respective positions, allowed none of their demands to be trifled with, so that each one kept his proper place, and the best of order was preserved. In coarse weather some of the passengers assisted in pulling ropes, which pleased the sailors very much, and I doubt not all those who did so found themselves the better of the exercise, at least I did. The cook was a most important person amongst us, and I noticed that in order to please him, and retain his favour in doing one a good turn in the cooking of anything we wanted, nothing had a better effect than giving him a glass of beer at times. This was a great matter to study, because although he was the passengers' cook, and bound to attend to their wants alike, yet there were many *little* wants necessary, not exactly at meal-times, which could only be supplied by the cook, and it was better to have it done willingly than with a growl. But, apart from beer, I noticed that when our demands were made with *civility*,—if it was not overdone,—it often gained a smile, and made him do a good turn readily enough.

Friday the 31st.—Latitude $15^{\circ} 2'$ south, longitude

26° 30' west; distance sailed, one hundred and eighty-seven miles. There was a jumble of sea on, or, to make it better understood, the one broken billow was meeting the other with great force, which made the ship lurch as though she was pitching and dancing about, making us do the same thing on board; but as we had all got pretty well inured to her different movements, none of us were sick. Indeed it was very pleasing to see all the passengers so happy and so free of sea-sickness, as to be able to take their meals even when the ship was dashing through the ocean foam with great rapidity.

When the wind was on the quarter which was the best of any, and the ship running from ten to twelve miles an hour, I often sat upon the cat-head on the weather-bow noticing how the snow-like water spread itself out before the bows of our gallant ship; and while gazing on the great expanse of ocean which surrounded us, and with strange emotions, aware of the fact that we were bounding on to a foreign land, I could not but think of bonny Scotland, to which I felt more and more attached as my distance from it increased; and when I thought of commercial friends and others, especially my own family living in it, the words of the poet—which I shall just give—found their way to my heart with greater force than I had ever experienced before,—

“Musing on the roaring ocean,
Which divides my loved and me ;

Wearying Heaven with warm devotion
For their weal where'er they be."

And as a man is in a way miserable without a companion, I then very naturally looked round as it were for some friend to whom I could speak, and glancing over the wild waste of waters exclaimed, "Is not that a beautiful sight?" when I imagined I heard some one answer in the affirmative, "Yes it is." Thus I spent many an hour in contemplation, not only during the day, but at night as well when the sky was clear and the myriads of stars shining forth in silvery-coloured beauty, also the moon at times adding to the sublimity of such a splendid and entertaining sight.

Saturday the 1st September.—Latitude $18^{\circ} 31'$ south, longitude $27^{\circ} 11'$ west; distance sailed, one hundred and ninety-five miles. The sea was rough, but as the wind was in our favour the ship dashed along in beautiful style; and in the evening it was a dead calm, encouraging us to merriment on deck, such as boxing, or rather mock-fighting by scientific pugilists, also fencing with blunt swords, and sometimes we would have a little exercise by wrestling; after which we would seat ourselves at each side of an open space on the deck; when one of the best singers amongst our crew would stand in the centre of this space and treat us to a good song.

Sunday the 2d.—Latitude $22^{\circ} 2'$ south, longitude

27° 12' west; distance sailed, two hundred and ten miles. The wind had been at times light, but it increased during the day till it became a steady breeze; and we were all well, except a Mrs Smith, one of the passengers in the second cabin, who gave birth to a son, about ten o'clock P.M. Her husband was on board, so that I doubt not everything was done which could add to her comfort, as she and the child both did well, and became great favourites in our midst. An auspicious occurrence like this gave us all something of a very domestic nature to speak about; and by the inquiries made from time to time as to the health of the mother and that of the young passenger, one could easily conclude that all were interested in their well-being, and even proud of what had happened. While the little stranger was much admired, the question was sometimes raised as to how he would be registered; whether his parents would give him a name having a reference to the ship in which he was born. And soon we learned that his grandfather and grandmother were living in Australia; and we could not but talk about the joy the old people would have in meeting their near relatives, and what a pleasure it would be to them to see their grandson who had been born in the South Atlantic Ocean.

We were now getting out of the tropics, where we had upon the whole been favoured with fine weather; and before getting farther south, I shall give the reader an idea of the sports and scenery we enjoyed

while sailing through the tropical seas. Many of us added much to our pleasure, and no doubt to our health also, by getting up early in the mornings to have a shower-bath, which we managed to get by attaching hose to the pumps that were constructed along the outside on different parts of the ship, and at which each in our turn pumped the cooling sea water over one another, taking the refreshing shower about the head and shoulders, and so down to the feet. Of course it was the male passengers only who would thus mingle; and as the other sex were secluded from view, sleeping in their berths as they were, we would for a while keep skipping about the decks as naked as when we were born, chasing each other and play hide-and-seek like as we were used to do when little boys. And then to see the sun rise in tropical latitudes is a fine sight, very difficult to describe even by the ablest poetical writers. Before he makes his appearance, the eastern sky about where he rises gets into one red blaze of golden-tinted beauty, informing us in visible signs of the approach of that life-giving and gladdening orb, which not only casts his rays in successive order to produce the seasons of the year, and thereby assist in providing food for man and for beast, but the infallible means by which the mariner, though thousands of miles from land, can ascertain where he is and how to steer for any part of the world. If it happened that the sky was a little cloudy at the time,—which was not often the case in the tropics,—the radiant brightness

of the sun soon scattered it into fragments, which in a very short time vanished altogether, leaving the bright blue heavens clear and cloudless. The decks were washed down every morning before breakfast, not only to make them clean, but as also to wet them so as to be prepared for the scorching sun during the day; and at times, while this was being done, numbers of the passengers and crew threw away for the moment the distinction of rank and wealth, and stepped along the decks bare-footed, and enjoyed the cooling sea-water with great delight. "Free from all the arts that prey on man's life and liberty," we continued morning after morning, and sometimes at mid-day, to enjoy the pleasure of each other's company in this way.

We had two sons of the Governor of the colony of Victoria on board; and I often noticed how pleased those young gentlemen appeared to be in mingling with us, and enjoying the amusements going on. The truth is, we got to be like a people living in a little village, to know each other's names and accept each other's jokes, just as if we had been living in one house, but at the same time no advantage was taken of such familiarities. The evenings were generally very pleasant, and harmless amusements were resorted to so as to keep us all in good spirits. Our principal amusements were singing, instrumental music, dancing, recitations, lectures, games at cards, draughts, chess, &c. If it was beautiful and grand to see the sun rise in the tropics, it was even more so to see him set.

As he began to touch the western horizon, the sky around him got into a fiery-like illuminating blaze; and as he began to vanish from our view, his rays sprang up with a golden-like beauty, far surpassing any sunset I had ever seen in other latitudes. Then as there is little or no twilight in the tropics, he no sooner disappeared below the waters, which at times lay peaceful and smooth, than, as it were to make up for the light we had lost, the vault of heaven bespangled with millions of stars, suddenly presented a spectacle grand and glorious to look upon. And to add to the beauty of the scene, at times the moon, as it were, hung out suspended between the clear sky and the globe on which we live, with a brightness and a beauty such as she is never seen in the northern hemisphere. Being glad of the cool refreshing breeze of the evening, I often sat for hours at a time admiring the heavenly bodies as they shone out in their splendid and gorgeous array; and when the moon was full, it was delightful to see how she illuminated the waters with her silvery-like beams, which appeared to dance as it were on the broad and everchanging ocean around us. At times like these I often wished that some one of my own relatives or old acquaintances had been near me, with whom I could have conversed, and who would have enjoyed the grand scene along with me. Knowing well, however, that I was deprived of that pleasure, I endeavoured to banish the thought from my mind, by thinking of the strange sights that would likely come

under my notice in the far distant land to which we were bound.

Monday the 3d.—Latitude $25^{\circ} 30'$ south, longitude $25^{\circ} 14'$ west; distance sailed, two hundred and thirty-six miles. The wind being in our favour and blowing a stiff breeze, we were flying away with the most of our sails set. One of our passengers delivered a lecture on astronomy in the evening, a subject very suitable for our reflection while witnessing in the universe the wonderful sights I have endeavoured to describe; and as we were now getting a view of stars in the southern hemisphere that are never seen in northern latitudes, to an inquiring mind the lecture must have been very interesting. The lecturer took advantage of the occasion, and treated the subject in such a way as to prove the existence of a Divine Being, and as far as I could judge, he handled his arguments with a clearness of perception which made the lecture interesting; and he gave expression to his views so convincingly, and in such plain terms, that I think we all agreed with him that there is a God who, with His omniscient wisdom, has for a wise purpose constructed the universe, and keeps it in order according to a plan of an infinite and incomprehensible nature.

A man who studies astronomy must be very much gratified in having a sail round the world, because he has the chance of being in all the hemispheres, and the advantage of viewing the orbs of heaven from

different positions, in a clear atmosphere, thus placing him—as it often happens—in a very short time at a considerable distance from point to point, as he takes his observations and makes his calculations, while all—but he in particular—will be struck with wonder at the scene above them in tropical and southern latitudes.

Tuesday the 4th.—Latitude $20^{\circ} 41'$ south, longitude $23^{\circ} 5'$ west; distance sailed, two hundred and twenty-two miles. It was a dull, rainy morning, with a heavy sea running, just such as would have made us sick had we not got over that very distressing feeling. In that respect the heaving of the sea made no difference to us now, except that it gave us a better appetite, some remarking that they could eat the double of the usual quantity of food they consumed on shore. During the day we sighted a vessel which our officers imagined to be bound for the Cape of Good Hope, but she was at such a distance that no attempt was made to get or give news by signals. As we were now *far far* away from land, where it is generally the case that few ships are seen at any time, when one hove in sight so glad were we all to look at her that I shall never forget the rush made to the poop, the fore-castle-deck, and along the ship's side, to get a look of what contained some of our fellow-creatures, and with whom we would have been most delighted to have had an interview. If it did not take us much out of our

course, the captain always endeavoured to near any ship we sighted, but when taking into account the thousands of vessels that are continually traversing the different seas on the globe, I often wondered that we saw so few; but, on the other hand, when thinking of the great extent of ocean surrounding us, making, of course, the road a very broad one indeed, I ceased to wonder, and my thoughts became engaged with the works of creation.

In getting so close to a vessel as to converse by signals, the first thing done was to show to which country each belonged, by hoisting respectively the national flags; then each in turn put questions, such as to know the name of the ship, where from, how long out, where bound to, and the latitude and longitude. When these questions were put by both vessels, and as also answered so as to be well understood, the one after the other dipped her national flag three times in quick succession, as much as to say goodbye, when each stood on, spreading all the canvas required at the time, and it was for most part the case that we were soon out of sight of each other. Immediately after an interview like this, we all got impatient to know the news, and it generally came first from one of the young midshipmen, who in telling it to one of us, it was soon known to all on board. If the vessel spoken with was homeward-bound, or in other words bound for any port in Great Britain, we all felt delighted with the thought of being reported in the

newspapers, and that it might come under the notice of those interested in our welfare.

Wednesday the 5th.—Latitude $30^{\circ} 34'$ south, longitude 20° west; distance sailed, one hundred and ninety-eight miles. The weather was rather squally on this day, doing some damage to our sails, namely, the mainroyal-sail and upper maintop-sail, which were torn by sudden gusts. These squalls are very dangerous on account of their severity and sudden approach, especially when a vessel may be carrying royal-sails, stud-sails, and others high aloft, which can be set with safety in a *light* breeze, but which, if standing when caught by a squall, may result in the loss of life and property. I noticed, however, that our officers knew pretty near to the time when we would be overtaken with winds of this sort, and that was by the marine barometer, through the warnings of which they had their orders given to shorten sail before the squall came on us; and until they knew better, many of the passengers were at a loss to understand why sail was taken in, when according to the apparent state of the weather, more, as they thought, should have been put on. At such times as this the greatest attention was required on the part of the officer on duty taking charge of the ship, so as to prevent damage being done to sails, masts, rigging, ropes, and yards, all of which might be carried away at the same moment, or the ship put on her beam ends by a sudden squall unprepared for.

Thursday the 6th.—Latitude $32^{\circ} 24'$ south, longitude $16^{\circ} 29'$ west; distance sailed, two hundred and twenty-four miles, thus increasing our speed considerably, and getting into temperate latitudes. It was fine steady weather, inducing us to walk a good deal about the decks, looking out for vessels, two of which came in sight in the afternoon, but although we were gaining on both it was night before we passed them, so that we had no chance of a much desired conversation by signals, and there was nothing to be seen of them next morning.

Friday the 7th.—Latitude $33^{\circ} 28'$ south, longitude $12^{\circ} 14'$ west; distance sailed, two hundred and five miles, bringing us farther to the south-east, as can be seen by our west longitude being reduced, and our south latitude increased. The weather continued fine, giving us every opportunity for walking about, and now and then sitting down along the bulwarks, sometimes in groups, entering into conversation, and at other times reading. Amongst other subjects, the land question was not overlooked, but eagerly discussed. If the emigrants on board were a fair sample of those who leave our shores from time to time, no wonder that our people at home are stirred up to action in regard to ownership in land. One would exclaim, in flights of oratory which might have astonished a member of the British House of Parliament, expressions such as these:—"Look at that ocean. Is it not

common property to the fish and other living things existing underneath its surface? To be sure it is. And why does not the same principle hold good in regard to land, which is just a part of the same creation? Are human beings less worthy to possess land than brutes or fishes are to possess water? Certainly not; and therefore the land is the people's property, to come into possession after we have got the right men in Parliament." Another would then say, "*Hear, hear!*" when some one else, not altogether satisfied with what had been said, would make some pithy remarks in opposition; but he was in the minority, and it would not have been prudent for him to persist in his arguments in defence of private property in land; but meetings such as these may be referred to again.

Saturday the 8th.—Latitude $34^{\circ} 50'$ south, longitude $9^{\circ} 25'$ west; distance sailed, one hundred and eighty miles, the wind blowing strong from the north-west, and the ship bounding on in fine style. The passengers were talking to each other in a very homely way, evidently much pleased with the discussions which took place the previous day; but the fact that we were standing straight on in our true course with such a fine wind made us all happy, and we never objected to any one who felt inclined giving us his views on public questions, which broke the monotony very often, and imparted much information.

Reading good books aloud was never objected to, and anything about Australia, of course, was listened to with much attention. Its history and discovery from the year 1606, when Torres, a Spaniard, passed through the strait which bears his name, and so on from period to period to the latest accounts, was read from time to time; and that, in connection with the corroborative evidence from old Australian colonists who were returning to their adopted homes, gave us much amusement, as well as furnished the inexperienced with a deal of useful knowledge, some of which we got on this the last day of another week, and as the usual time for sleep drew near, we retired to our respective berths.

Sunday the 19th.—Latitude $36^{\circ} 10'$ south, longitude $5^{\circ} 25'$ west; distance sailed, two hundred miles. It was raining very heavy in the morning, and in order to supply ourselves with fresh water for washing purposes, buckets, or anything else suitable for catching the rain-drops as they came trickling down along the rigging, were hung up. This we did whenever it rained, and I was often astonished to notice the rush of water from spars and ropes, filling as it did casks in a very short time.

Monday the 10th.—Latitude $37^{\circ} 5'$ south, longitude $6'$ west; distance sailed, two hundred and thirty-eight miles. As the weather was fine, some took advantage

of it in washing and drying clothes, so much so, that had we been seen from the land, the people could have well imagined that we had flags flying in all directions, so numerous were the different kinds of clothing tied up about the rigging to dry, a privilege we all appreciated very much; but be it remembered that soap was in demand, and nothing of that sort is supplied by the owners, so that passengers should lay in sufficient quantity before leaving.

Tuesday the 11th.—Latitude $38^{\circ} 57'$ south, longitude $5^{\circ} 6'$ east; distance sailed, two hundred and forty-four miles, which was good work, but it was blowing strong, with a likelihood to increase, while the sea was rising up in huge billows, breaking on each side of the ship, and big although she was, at times it made her shake and shiver like a little boat in a cross-running tide-way.

It will be observed that we have passed the meridian of Greenwich, and are now in *east* longitude; but all the time we have sailed previous to entering upon our easting in this longitude, we have been to the west of our starting-point, thus keeping a considerable distance from the African coast. Now, however, being to the south of the Cape of Good Hope, which lies in south latitude $34^{\circ} 50'$, in sailing east we have nothing to fear as regards land, and so the reader will notice that we don't make much southing for a time, but keep more easterly.

Wednesday the 12th.—Latitude $39^{\circ} 25'$ south, longitude $10^{\circ} 6'$ east; distance sailed, two hundred and thirty-three miles. The sea had fallen a good deal, but there was still a heavy swell, with little wind, which gradually became less, till in the afternoon we were becalmed. To those who have never studied the very attractive and interesting science of navigation, it may appear strange that we are increasing our east longitude so fast, but a little close attention to the subject will make it better understood. The meridian lines on the globe all converge at the north and south poles, making the distance between any two of these lines become less as they approach the poles from the equator, where their distance from each other is sixty miles; so that, were we in latitude 45° , which is half-way between the equator and the pole, the length of a degree there would only be thirty miles, and so become gradually less as we got nearer to the pole, where all the meridian lines meet, and, of course, no distance to measure. That being the case, we are now in a position where the length of our degrees of longitude is not much more than thirty miles, which accounts for the increase of our longitude when sailing in an easterly direction, while our real distance in miles appears less in proportion.

A great number of marine birds were flying about on this day, furnishing plenty of sport to some of our officers, who kept shooting at them from time to time, leaving a few now and again wounded on the water,

struggling in the agonies of death. From the time we left England, scarcely a day passed but we had birds of some kind or another flying about, which was very cheerful for us on the lonely waste of waters, and I confess I rather disliked the sport of shooting any of them, especially when I thought of the poor things having to suffer so much. The sea was so very smooth and enticing for pleasure-seekers by boating, that one of our best boats was lowered, and some of the crew and passengers enjoyed themselves by pulling, as I thought rather too far away from the ship, because the wind began to get up, and I felt afraid that it might increase suddenly, and that we would be in danger of losing our friends, I having read of similar cases. We could see, however, that they took to the oars in right good earnest, pulling with might and main,—the breeze, I doubt not, giving them a bit of a fright,—but we got them safe on board, receiving all with such a welcome as would be accorded to friends come off a longer voyage; and while greeting them in this way, one of our officers was heard singing out in terms such as these:—"All—hands—reef—top-sails. Haul in the weather-braces;" and various other orders were given to adjust the sails, and onwards we bounded like a thing of life, under the beauties of an eastern sky, feeling as well the joy we always experienced when we had a fine breeze in our favour, wafting us over an ocean which to some of us appeared to have no end.

Thursday the 13th.—Latitude $39^{\circ} 25'$ south, longitude $12^{\circ} 17'$ east; distance sailed, one hundred and ten miles. It had been blowing strong during the night, but about midday we were almost becalmed, when again it began to blow as the evening came on, and just as I had read on the subject, I noticed that the wind was more variable on this part of the globe than nearer the equator, and I doubt not our captain studied well, by taking advantage of his old experience, how to steer so that we might be kept as clear of calms and contrary winds as possible; and that being the case, I should think that for the same season of the year, at any rate, this Journal might be useful as a reference in the hands of any one, but more particularly to those taking the charge of vessels sailing over the same seas with the desire to make the best of their time, and so make money for their owners, which ought to be the wish of every captain.

Friday the 14th.—Latitude $40^{\circ} 41'$ south, longitude $16^{\circ} 10'$ east; distance sailed, one hundred and ninety-five miles. A fine wind, making the ship, as it were, fly through the water, at the same time moving steadily, and giving us a firm footing on the deck as we walk about and have a talk with each other. Landsmen are sometimes inclined to converse with seamen about many maritime matters, but when afloat and often in their company, an excellent chance presents itself; and now, for instance, a word or two

about the mariner's compass. What an alarming condition would we have been in had anything gone wrong with our compass. The ancients, whose only guides on the trackless waters were the heavenly bodies, which were often covered with clouds, could not venture far from shore, but here we are, away on the wide wide ocean, and it is the compass which enables us to seek our way to the distant land to which we are now turning our eyes more than ever. It might be a little out of place to refer to the various accounts given in history as to the origin of this instrument, but there are two things which interfere with its pointing correctly well worthy of attention,—I mean its deviation and its variation. Although it is well understood that the magnetic needle points to the north, yet, as I have stated, that is in truth not always the case. The deviation arises from the attraction of iron about the vessel, and it must be ascertained correctly before leaving port; but the variation occurs through some powerful attracting substance somewhere in our globe, making the needle point differently in different places. For instance, where we are just now, the variation is about $2\frac{3}{4}$ points easterly, and so as to make a true east course, our captain will see to it that we steer $2\frac{3}{4}$ points to the north of east. It is remarkable, however, that anywhere near the equator there is scarcely any variation of the compass at all. But it may be asked, How is the variation found out? That may appear difficult at first, but after a little

reflection it will be seen to be quite easy, because it is by the sun that due south or due north can be ascertained, and how to take observations of this guiding luminary is quite familiar to a well-educated navigator. Thus it will be seen that the commander of a vessel is likely to be now and again taking observations of the sun for the purpose of comparing the true north and south with how the compass is pointing, and of course learn the difference,—a most important thing to know, especially when making land in thick weather. Before leaving this subject, I may inform the reader that as a rule vessels carry two or three compasses, so that if an accident should happen to one there are others to fall back upon, and at the same time there is a chance given to the mariner to compare the one with the other as to how they are pointing.

Saturday the 15th.—Latitude $42^{\circ} 16'$ south, longitude $28^{\circ} 49'$ east; distance sailed, two hundred and fifty-five miles. It was blowing strong, the ship was close-hauled, and running at the rate of eleven miles, or according to the nautical phrase, eleven knots, an hour, which was just as much as we passengers wished to see her going, because we came to know that whenever she went much beyond that in her rate of sailing, she was what is called *suffering*, and we did not relish the idea of our good ship being strained, nor any of our fair sex being frightened.

When the ship was suffering we easily came to

know it by a peculiar kind of quivering all over her, so much so that, for instance, if one was leaning against that part of any of the masts visible between decks, the vibration would send a tremble through the body, something of the nature of an electric shock; and several times I felt it, even in dark nights, when the hatches were battened down and the storm raging; but having every confidence in our officers, I cannot say I was much frightened.

Sunday the 16th.—Latitude $43^{\circ} 55'$ south, longitude $26^{\circ} 39'$ east; distance sailed, two hundred and seventy-five miles, being a good run in twenty-four hours, and we still had the same wind as strong, sending the ship through the water in beautiful style, spreading the broken foam appearing like sheets of frozen snow from each side of her noble stem. This being the day of rest, nothing of course was done about working the ship which could be avoided, but every one was at liberty to do as he pleased in regard to anything which did not interfere with the peace of the company; but I must say that I did not see much inclination on the part of any one to do what was unnecessary. The fact is, that for my own part I experienced a feeling of awe when gazing upon the wide waste of water, much more so than I felt on the land; and I suppose we all felt more or less much in the same way.

I have sometimes heard people speaking about sailors being so wicked; but I dare not charge our

crew with that character, and indeed I am inclined to think that sailors are too lightly talked about many a time. Sailors are generally a kind-hearted class of men, especially to the fair sex, for the comfort of whom I can prove by ocular demonstration that they have often sacrificed what many other classes would never think of doing. The wonders they survey, with any degree of reflection, cannot but have a beneficial effect on their minds. In the words of Scripture, "They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and His wonders in the deep." As a rule sailors detest doing anything mean.

Monday the 17th.—Latitude $44^{\circ} 29'$ south, longitude $31^{\circ} 16'$ east; distance sailed, one hundred and ninety-three miles. The weather was dull, with a little rain during the day, but it cleared up in the evening, the moon shining brightly, her reflection on the water appearing as it were to jump from the top of one wave to that of another, which with their ever changing and glancing colours formed one of the wonders just quoted, and no one could look at it without being delighted with the much to be admired scene. Fine weather with full moon in a clear sky makes it very cheery on board ship at night, at least such was the case with us when the lamps were all lighted fore and aft on deck and below, and when our musicians in various parts of the vessel were amusing themselves by playing on the

violin or other instruments. The stillness, with its variegated beauty all around and above us, while the lights from the lamps were peering out through all the little windows about the large saloon and other houses on deck, with the air balmy and enticing for us all to take a walk on our wooden pavement, guarded by our wooden walls, there being no noise to prevent us from hearing the sweet music which saluted our ears sometimes sung by the fair sex, clear and ringing, and at other times either sung or played by one of the crew in the fore-castle or other part of the ship, made such evenings pass in pleasure, and elevated the mind with thoughts of innocence and heaven, which are the germs of true happiness.

Tuesday the 18th.—Latitude $44^{\circ} 4'$ south, longitude $34^{\circ} 16'$ east; distance sailed, one hundred and forty-one miles. It was thick weather on this day, with showers of rain falling very heavy at times, which kept most of us in our cabins, where we would read for a while, and then we would be calling upon each other, asking after each other's health, the state of the weather, and at same time allude to what we had been reading about, when perhaps a topic for discussion would again occur to our minds, and we would have a debate. We came to learn during the day that one of our young passengers had taken ill, a little girl about two years old, and as this was the first case of serious sickness which had taken place amongst us, we got

very anxious to know what was the matter, especially as we were told that she was growing rapidly worse. Her mother was on board, returning from England, where she and the little girl had been seeing their relatives; and her thoughts can be imagined as she waited upon her little one far away from her husband, who, we came to know, was in business as a druggist at their home in Australia, and would no doubt be looking anxiously for the arrival of the vessel, so as to welcome his wife and child to their own fireside. I often took notice of the little girl as she went prattling about the decks with other children, and I often thought that she was too much exposed to wet and cold; but the children generally were so fond to be on deck, that it was difficult on the part of their guardians to keep the older ones at least in their berths. I was surprised to see how soon the children got inured to the movements of the vessel, even when she was rolling heavily, they managing to keep on their legs, using a short and a long one like sailors, when some of the older passengers would stagger and tumble. To get one or more of these youngsters to tattle and speak with, sometimes carrying them about the decks in a fine day as we did, was to some of us a great treat; while the older children got so homely as to ask some of us to make them little ships, and various kinds of toys, which we willingly did, being glad to amuse the little ones.

There was one little fellow, a noble boy, who came

as regularly to my table for a piece as if he had been one of our mess, and he appeared to think more of anything he got at our table than that received at his mother's knee. The truth is, those young folks became a source of pleasure to the older passengers; and when it was fine weather, especially on the Sabbaths, it was very pleasing to see them clustering together and singing little hymns, such as they had been accustomed to sing in the sabbath-school; and the following, of which I shall give the first verse, they could sing, to the great delight of the older people:—

“ There's a land that is fairer than day,
And by faith we can see it afar,
For the Father waits over the way
To prepare us a dwelling-place there.
In the sweet bye-and-bye,
We shall meet on that beautiful shore;
In the sweet bye-and-bye,
We shall meet on that beautiful shore.”

And there was another which was very pleasing to hear them sing, viz., “ There is a happy land, far, far away,” and so on.

Wednesday the 19th.—Latitude $43^{\circ} 45'$ south, longitude $37^{\circ} 13'$ east; distance sailed, one hundred and twenty-nine miles,—the wind, a fine breeze from the west, giving us every advantage of our sails, which looked fine when well filled, and the ship going her course as she was doing now. The little girl referred

to was getting worse, which led to various conjectures as to what was the matter, some fearing it might be an infectious disease, a thing much to be dreaded amongst emigrants, there being many reasons why such a calamity may be considered likely. But great care is taken to encourage cleanliness, a thing which cannot be too rigorously enforced on board an emigrant ship. Notwithstanding all that officers will do, some passengers are careless, not thinking of results; and surely, when one thinks of the close proximity one berth is to another, and that it may take three months or more to traverse the ocean on an Australian voyage, there appears the greatest necessity for strict attention to cleanliness in such a position, and passengers ought not to think that they are annoyed when matters of that sort are being inquired into.

Thursday the 20th.—Latitude $43^{\circ} 55'$ south, longitude $41^{\circ} 50'$ east; distance sailed, two hundred miles,—the wind blowing strong from north-west, and a vessel to be seen right ahead of us, but at a great distance, giving us no chance of news. We were now scudding away with sails set too numerous to mention, the good ship cutting the water like a steam-plough on a soft field. Yes, she was driving along in splendid style indeed, and being told that there was no infectious disease on board, our minds were set at rest on that score, and so we enjoyed the day in attending to all the various duties of our situation.

Friday the 21st.—Latitude 44° 25' south, longitude 46° 10' east ; distance sailed, one hundred and ninety-five miles,—the wind continuing the same, the ship in fine trim, every rope standing, sails well filled, and the spars bending to the breeze in beautiful proportion.

The little girl in the sick-list died about four o'clock in the morning ; the funeral took place at four in the evening, and as it was the first I had witnessed at sea, I took particular notice of the proceedings, which were of a very affecting nature. The corpse was sewed up in a piece of thick canvas, some weighty substance being enclosed at the feet ; it was then laid on a plank, or rather broad board, the one end of which rested on an erection in one of the ports in the bulwark which had been opened for the purpose, and the other held up by two sailors, one on each side, in silent solemnity. The mother stood at the head as chief mourner, the captain close by her, reading the burial service according to the rules of the Episcopalian Church ; and when he came to a certain part of the ceremony he gave the two sailors a sign, who immediately lifted up their end of the board, the corpse thus being instantaneously consigned to the deep, all the spectators withdrawing from the place, except the mother, who stood mourning the loss of her dear little girl, while onlookers were more or less affected, the ship at the same time bounding on in her course at the rate of ten miles an hour.

I noticed that the mother, dressed in mournings

during the remainder of the voyage, often appeared very melancholy and much reserved; and to see her as I did, meeting her husband on the deck of our ship when we arrived at Melbourne, was anything but pleasant to witness.

No doubt a mixture of joy and sorrow filled their hearts at that moment; but the affecting scene of friends and relatives meeting and embracing each other when we arrived, I shall endeavour to describe in its proper place as I proceed with the narrative.

Saturday the 24th.—Latitude $42^{\circ} 12'$ south, longitude $50^{\circ} 46'$ east; distance sailed, two hundred and six miles,—the wind blowing strong from the west, and as our course was now about due east, we were shortening our distance rapidly, with the expectation that the remainder of the voyage would be accomplished with a fair wind; some one saying that we would do it in a certain number of days, such as he would name, when another would say No, we will require more time, and mention a number a day or two more, while others would be talking on the same subject; and in this way the one would bet with the other a treat of a glass of beer when we got on shore, thus in one way breaking the great monotony which was becoming wearisome, and so unlike the mode of life some of us had been accustomed to.

Sunday the 23d.—Latitude $44^{\circ} 22'$ south, longitude

55° 32' east ; distance sailed, one hundred and ninety-two miles, and the ship dashing ahead like a tired horse nearing home, while to those on board having their homes in Australia, our fast sailing appeared slow. Oh how they were languishing for the end of the voyage, so as to get on "the land, the beautiful land," as they often called it, and home again to their friends and families, where they said life could be enjoyed in the true sense of the word ; and how some of the passengers returning to Australia detested the etiquette and classes of society in England, which they named the "old country," I would not like to express. One man said he was disgusted with the people ; they were so stiff and unlike the Australian people, that even his own relatives he was glad to get away from, and back to his adopted home, where "Jack was as good as his master."

Monday the 24th.—Latitude 44° 43' south, longitude 61° 8' east ; distance sailed, two hundred and forty-one miles,—the wind blowing strong from south-south-west. Some conversation took place about the "old country," as it had been called, a few of the colonists a little more inclined to take in for the mother-country, but the breathing of the people who had been in Australia for a good many years was in favour of the mode of life in this "beautiful land" we were now nearing, but they said that for a time *new chums*—as emigrants are called on their arrival—did not generally

like it, especially those who in the "old country" had been looked upon as the upper class; and that arose from the fact, that in the new country they had in many ways to attend to their own wants, such as servants used to do for them at home.

Tuesday the 25th.—Latitude $44^{\circ} 52'$ south, longitude $66^{\circ} 20'$ east; distance sailed, two hundred and thirty miles,—the wind west-south-west, and rather colder than we had been experiencing for some time; but as we are now pretty far south we may expect cold weather.

Any in our company who had read the voyages of old navigators, could now have ample scope for reflection, placed as we are in the centre of a great circle where some of them once stood, looking out for unknown lands which, by their daring and adventurous spirit, have been discovered, and now by repeated observations have been so correctly marked and put down on the chart, that those inclined to visit and explore them may, with a knowledge of navigation, calculate to a nicety when land will be seen, or its distance and direction from any part of the world.

We had passengers of an inquiring turn of mind taking observations of the sun and other heavenly bodies from time to time; but in our present position they appeared to be more in earnest, and pointing in a way which led me to think that they were likely talking about, and taking the bearings of, different

places in the South Sea. It may be well to remind the reader that geographers have comprehended the ocean in five principal divisions:—the Arctic Ocean, or that surrounding the north pole; the Antarctic Ocean, or that surrounding the south pole; the Atlantic Ocean, extending between Europe and America and the Arctic and Antarctic Oceans; the Pacific Ocean, also known by the name of the South Sea, lying between America and Asia; and the Indian Ocean, lying to the south of Asia, and extending between the Cape of Good Hope and Australia.

Wednesday the 26th.—Latitude $44^{\circ} 38'$ south, longitude $71^{\circ} 47'$ east; distance sailed, two hundred and thirty-three miles. The wind had fallen away to a mere breath, and the ship was, as it were, *taking a rest*, in order that she might be all the better prepared for the next race. I noticed that the officers were at this time very particular in examining ropes, blocks, rigging, and other gear about the ship, so as to make sure that all were standing sufficient, and so be prepared for stormy weather should that overtake us. In case the reader may not be aware of the cause of the various winds, I shall refer to it here in the words of one who studied the subject. “Wind is a sensible current in the atmosphere, and the motions of the atmosphere are subject, in some degree, to the same laws as those of the denser fluids. General or permanent winds blow always nearly in the same direc-

tion, and are called *trade-winds*, for the reason that they are well-known to the mariner, who can steer in order to get their assistance or avoid them as he thinks proper, and in this way facilitate his sailing, and so favour trade; but the origin of them is owing to the powerful heat of the torrid zone, which rarifies or makes lighter the air of that region. The air, in consequence of this rarification rises, and to supply its place a colder atmosphere from each of the temperate zones moves towards the equator. But (as in the case of the polar currents in the ocean) these north and south winds pass from regions where the rotatory motion of the earth's surface is less, to those where it is greater. Unable at once to acquire this new velocity they are left behind, and instead of being north and south winds, as they would be if the earth's surface did not turn round, they become north-east and south-east winds. The trade-winds would blow regularly round the whole globe within the distance of about thirty or forty degrees from the equator each way, if the space within those limits were all covered with water, but the uneven surface and unequal temperature of the land divert and derange them, and it is on this account that the trade-winds are constantly experienced only over the open ocean."

The variable winds of the temperate zones are most probably occasioned in the following manner. In the torrid zone there is a continual ascent of air, which after rising must spread itself to the north and south

in an opposite direction to the trade winds below. These upper currents becoming cooled above, at last descend and mix themselves with the lower air,—part of them may perhaps fall again into the trade winds, and the remainder pursuing its course towards the poles, occasion the north-west and south-west winds which generally prevail.

It has also been conjectured that these winds may frequently be caused by a decomposition of the atmosphere towards the poles, from part of the air being at times converted into water.

It is well observed that where winds are frequent, the air is the purest, and the inhabitants enjoy the best state of health; and, on the contrary, where winds are not common, there they are subject to many distempers, particularly the plague; for the air, through want of proper motion, becomes corrupt and hurtful to health. The winds that come with the tides are caused by the moon pressing upon the waters, by the help of the air upon which the moon presses first. When impetuous winds meet with thick clouds in their way they oppose them, contract their course into a narrower compass, and force them to come down upon the earth in whirling rounds, and that is what is called a *whirlwind*. When other contrary winds meet all these causes, then these impetuous winds grow so furious, that they overthrow houses, root up trees, and destroy ships, and that is called a hurricane. A great deal more might be said in regard to this interesting subject, but the above may

inform and refresh the memory, and so make the Journal more attractive, particularly to those intending to prosecute a sea-faring life, and to all who are engaged in doing business upon the mighty deep.

Thursday the 27th.—Latitude $44^{\circ} 37'$ south, longitude $82^{\circ} 53'$ east; distance sailed, two hundred and twenty-two miles.

One of our male passengers had been complaining, and suddenly became insensible on this day, and continued so for two days, neither speaking a word nor opening his eyes, leading some to suppose that he was in a trance; but after a while he began to show symptoms of consciousness, and gradually came round,—not, however, to his usual state of health and spirits, as I could see by his dull, melancholy appearance to the end of the voyage. During the first part of the day we had a light breeze from the west, which changed to the south in the evening, increasing in strength as night came on. A heavy swell in the sea, which made the ship roll tremendously, often brought the ends of the longest yards very near to touching the water, and set agoing everything on deck and below which had not been properly secured, dancing as it were from the one place to the other, making a most fearful noise.

The rolling of the vessel on this day was altogether beyond anything of the sort I had ever witnessed; and had it not been that we had all become what is called

“sea dogs,” we would have been sea-sick, and unable to stand anything like steady on the decks. As it was, there were strange scenes on board at this time, such as passenger meeting passenger, not to shake hands, but to clutch each other for safety, without any regard as to sex. Indeed it was sometimes laughable to see groups huddled together unexpectedly at one or both sides of the ship, and no sooner on their legs than to be treated to another tumble. One day, when the ship was rolling something like what she is treating us to on this occasion, a servant in the cabin was sent spinning away from the table, clutching the captain’s barometer, which was hanging near by, and injuring it so much, that I was told he received a reprimand for making this article his *bosom friend*; but, poor fellow, he could not help it, and, as he might have said in all truthfulness, though it had been Queen Victoria that was next him, he could not have helped clutching her. Hot tea, coffee, and soup were anything but agreeable to handle at such times, and with all the care the servers and the served were able to exercise, there was nevertheless a good deal of scalding, which prompted some to laugh and some to cry, while others did not hesitate to break one of the commandments, swearing as they did for those endeavouring to supply them with the hot beverage; and it was often the case, that while one was enjoying a hearty laugh at his neighbour’s expense, he himself would, by a sudden movement of the ship, get an unexpected share of the

scalding, increasing the merriment at his expense, and sometimes the uproar would end in a quarrel. One day, when the ship was rolling dreadfully, away went one of the tables, well furnished with a dinner for the passengers who occupied it; and I leave the reader to fancy the scene, consisting as it did of soup, beef, plum-pudding, potatoes, knives, forks, spoons, plates, &c., in one heterogeneous mass at the lee side of the saloon. While one of the quartermasters was attending to his duty at the wheel, on the afternoon of this day, he took suddenly ill, and had to be carried to his cabin, where he received every attention possible, and gradually got better.

Friday the 28th.—Latitude $44^{\circ} 37'$ south, longitude $82^{\circ} 53'$ east; distance sailed, two hundred and fifty-one miles. There was still a heavy swell in the sea, making us all uncomfortable; but it is one of those things which are sure to occur now and again during a long sea voyage, and at such times passengers should be careful to be as little on deck as they possibly can, because the great number of blocks clashing against each other and apt to break or get loose about the rigging, might be the cause of accident by falling and striking some one or more, as has often been the case on board ships.

Saturday the 29th.—Latitude $44^{\circ} 25'$ south, longitude $93^{\circ} 52'$ east; distance sailed, two hundred and fifteen miles. The wind was from the west, but very

light, and all seemed to be going on well, when on a sudden some one gave the alarm that the ship was on fire, which caused a most painful excitement, dreadful to contemplate. True enough smoke was issuing from the forehold, but on examination it turned out to be steam, coming through a crack in the pipe connected with the condensing engine. And oh how thankful we were in not being exposed to the flames of a burning ship in mid-ocean! There was nothing more dreaded on board than fire, and I noticed that the officers were very strict in allowing no *open* lights in the cabins, and those who wished to smoke had to do so on deck. Some careless fellows, however, did at times take their smoke below on the sly, and also used open lights, which caused quarrels many a time amongst the passengers, when some would threaten to give information to the first-officer, and others would make an attempt to put the lights out themselves. I occasionally endeavoured to remonstrate with the careless in reference to this matter, caring little for their growling; but it was difficult to bring them to reason by taking the high hand, and I came best on when I spoke in a friendly, humorous tone.

Indeed the art of pleasing is much required on board an emigrant ship, and few can manage it better than commercial travellers, which is perhaps saying too much for myself; but while I am quite well aware that some of this class of travellers are often, when in company, inclined to take the lead, and consider them-

selves superior to many others, still, by what I have seen of them (and that is not little), I am persuaded that with their training and knowledge of civility, they will generally manage to please, and even in *peculiar* positions, where many others would be certain to fail. This power on their part is acquired by years of what I shall call commercial-traveller drill, they having to come in contact with men of business of various dispositions,—some of whom will use language like a lawyer to obtain the end they have in view,—thus drawing out the young traveller, and gradually educating him in the science to please; so much so, that some are able to make one laugh in spite of himself, a good trait of character where there is likely to be a fight.

I think it right to mention here, that I am afraid some parents err in preventing their boys to mix with all classes of society who are considered respectable, and that they must be restricted so as to keep company with only one grade. I would say, let the boys ramble with others of different grades, especially those of their own age, heeding little whether they be poor or rich, wild or more sedate, and they will sharpen up each other as they rub shoulders, making them all the better prepared to battle their way amongst men. The fact is, if people are to fight the battle of life, there is no harm in knowing something of the enemy's movements, because it gives a great advantage, and, sure enough, all is needed for the encounter. Luther

used to say that "Temptations helped to make a minister;" which, if true, they will help boys to act their part on the great platform of life, if they are spared to reach manhood.

Sunday the 30th.—Latitude $44^{\circ} 28'$ south, longitude $93^{\circ} 32'$ east; distance sailed, two hundred and nineteen miles, thus showing that we are getting pretty far east; but the broad, broad ocean appears to have no end, nothing to be seen round and round but the horizon and the great waste of water. We knew, however, that our floating home was moving onwards in the right direction, taking us nearer and nearer to an almost unexplored Continent; but where many thousands from the British Isles had become settlers, many of them now inducing friends and relatives to come out and share with them the earthly paradise they had found. Yes, it was evident that great encouragement had been held out to some of the passengers, because I could see that some on their way out had not been accustomed to much exposure and fatigue; and at times I said to myself, "I hope you are not making a mistake."

Monday the 1st October.—Latitude $44^{\circ} 31'$ south, longitude $99^{\circ} 37'$ east; distance sailed, two hundred and fifty-eight miles. Morning dawned, with dreadful weather, the wind blowing a gale from the west, and the ship running before wind and sea at a fearful, and

as I thought a dangerous rate. The fact is, though I had often travelled by sea, and from open boats, ships, and steamers, as well as from high northern headlands, witnessed it at times running very rough and perilous, I never saw it in such a wild and agitated state as I did on this day. The sky was clear, with a bright sun shining on the white foaming ocean around us; and the gale increasing towards evening, one sail after another was taken in till little was left standing; every hour as we swept onwards the billows rising higher and higher; the sight about three o'clock P.M. inducing me to carefully creep on the fore-castle to get a full view of the wild and troubled waters of the South Pacific Ocean; and I speak truthfully when I say, that on this occasion it was not worthy of its name, because no peace reigned there. It was terrible, the sea breaking over us sometimes, pouring columns of water on the main deck with a noise like thunder, while in the midst of all I noticed that the captain was on the poop, two men were at the wheel, and others were ready for any emergency; but oh! the large ship was shaking like a leaf as she bounded ahead, throwing and twisting like some living monster in great distress. The truth is, that in taking a look round the horizon, I could compare the sea to nothing else than as it were thousands of hills and mountains covered with snow all running delirious, and now and again falling into caverns, and appearing as if they were drunk. Between the noise of the wind and the sea we could

scarcely hear each other speak, and sometimes the heavy seas, breaking and tumbling in over the quarter, came with such force as to send terror to the heart. The captain seldom left the poop a minute during the whole day, which was an evident sign of great danger; but our gallant ship was so steady, and run through the dreadful seas so well, that I felt little or no fear, but I could not say that of others. It was amusing to hear the sailors speaking to the ship, as she staggered when a sea struck her, and she running before the wind. They never exhibited any symptoms of fear; but I often observed a few of them together watching her movements on this occasion, and after she had recovered from a sea breaking over her, they would say with looks of earnestness, "Well done, good old ship; keep up your stern, and there is no fear." The seas we shipped were generally in over the quarter, so that the main hatch had to be battened down; a thing which had a great tendency to frighten the passengers in the second cabin.

The greatest danger connected with any vessel when she is running before a heavy rolling sea, is just at the time it is breaking over her, and when she is prevented from going ahead, because she is then apt to go down by the stern, as many a good ship has done.

At such times as I have described,—the foregoing being only a sketch of the storms we had to contend with,—while in bed in my berth at night, when all was

dark, I have felt the ship shaking in a way such as to frighten any ordinary mortal. But there we were, and then is the time to test the courage of "the fool" who "hath said in his heart, There is no God." In weather however dreadful, whether it happened when the sun was blazing in the heavens above us, or when the darkness of the stormy night made our position still more awful, our undaunted mariners were at their stations, ready for the word of command to take in sail or do anything else; and although they would be exposed to great danger on the yards or any other where, just as the orders were given they sprang to their duty with a willingness which proved their courage and trustworthy qualities. Yes, us landsmen may think as much of ourselves as we may, but the truth is, we are very small indeed when standing side by side with brave seamen on board ship when the storm is raging around us, and when our safety depends upon their courage.

Tuesday the 2d.—Latitude $43^{\circ} 24'$ south, longitude 105° east; distance sailed, two hundred and forty-four miles. The wind had fallen a good deal, the sea was not so boisterous, and with the exception of the main-topmast staysail, which had been blown away, there was no damage done with the gale we had yesterday, and we were all in good spirits. There was considerable change in the atmosphere, the cold being rather intense, with occasional showers of hail.

Wednesday the 3d.—Latitude $43^{\circ} 50'$ south, longitude $110^{\circ} 38'$ east; distance sailed, one hundred and ninety-eight miles. We still had the wind from the west, blowing rather strong, and increasing. The birds were getting more numerous about the ship, which was a sign of land not far in the distance; but they were made less in number by the officers, who were shooting many of them down for to while away an hour in amusement.

All went on well till about eleven o'clock at night, when we were alarmed by hearing that there was a man overboard. It was very dark, the ship running before the wind at a tremendous rate, and the sea was rolling in huge waves, so that in the circumstances there was no use of making any effort to save him. He was one of the first-cabin passengers, about twenty-two years of age, unmarried; his mother, two sisters, and a brother were on board, and his father was in Australia. They had been in England seeing their relatives, and now returning home, no doubt with the expectation of having a happy meeting with those from whom they had been separated so long, but that was marred by this sad occurrence. I learned by making inquiry that he had been showing symptoms of insanity while on the voyage, and having had some altercation with his mother, he rushed up the stair leading from the cabin to the poop and jumped over the stern, with nothing on him but his nightgown. This alarming affair produced a fearful gloom over us all, especially

in regard to his own relatives, who, I was told, would not be consoled on any account, their heart-rending screams being heard over all the ship, and producing a telling melancholy over every countenance. I saw him walking on the poop with a sister on each side, arm in arm, the very same day he committed the rash act, but as far as could be ascertained nothing appeared in his manner then different to what it used to be; and no doubt had greater care been taken of him than there was, he might have been still with us on his way with his friends to gladden the heart of his old father who was in Australia, waiting for their return from the old country, and doubtless expecting to have a happy meeting with them all, but owing to what had taken place that would never be.

Thursday the 4th.—Latitude $43^{\circ} 48'$ south, longitude $115^{\circ} 12'$ east; distance sailed, two hundred and fifty-three miles. As might have been expected groups of the passengers and ship's company were here and there upon deck and below talking about what had taken place the night before; and as for the unfortunate man's relatives they were scarcely ever seen on deck after the occurrence, and even when we arrived at Melbourne they quickly left the vessel as quietly as possible.

It was now thought that, if the wind kept favourable, we would sight some part of the Australian continent in seven days, and therefore a number of the

passengers began to prepare for packing up. The chain was now being made ready, the sound of which while drawn up through an iron pipe in the deck, mingling with the cheerful songs of the sailors, indicated that we were not far from land; and for my own part I confess that, although the voyage had been very enjoyable, I was nevertheless getting tired of it, so that the rattling of the ponderous chain as it came up link by link, and the songs referred to, was the best music to which I had listened for a long while.

Friday the 5th.—Latitude $43^{\circ} 50'$ south, longitude $121^{\circ} 14'$ east; distance sailed, two hundred and fifty-nine miles. It was a stiff breeze from the north-west, and the sea was very smooth, enticing pleasure-seekers to go out in the boats and have a row; but no, other thoughts were uppermost now, and all our attention began to be taken up with our disembarkment, which was fast approaching.

Saturday the 6th.—Latitude $43^{\circ} 32'$ south, longitude $127^{\circ} 19'$ east; distance sailed, two hundred and sixty-eight miles. We had the wind strong from the north, the ship lying close-hauled; the cabins were being all particularly washed out, so as to appear clean when we arrived, and everything about the ship properly placed, giving her quite a different look so far as the decks were concerned, and below as well, putting one in mind of leaving a house clean for the next tenant.

Sunday the 7th.—We were almost becalmed, and something happened on this day, having reference to myself, of a very alarming and never-to-be-forgotten nature. As I have said, it was almost calm, encouraging anyone to take a walk in the open air, so that I had taken the advantage of it by slowly moving, first in one direction and then in the other, on the main deck, sometimes thinking of home and its associations, and then of Australia, where new scenes would be presented to my view. There were very few passengers on deck at the time, the sails were flapping about the masts, also ropes which had been on stretch were hanging about the yards, but the large number of blocks swinging to and fro overhead were restless in their movements, as the ship gently heeled from side to side by the motion of the sea, in which there was a little swell.

Being Sunday, and the weather fine, everything was very quiet as I was taking my walk,—little thinking I was so very near great danger,—when, without the least warning, something on a sudden fell at my heel with a loud noise, such as if a cannon-ball had struck the ship. As a matter of course I was much startled, and looked round, scarcely knowing what I was doing; and there on the deck lay a large block of iron and wood, weighing about a half-hundredweight, which had fallen from some part of the foresail, making an incision in the wood on the very spot from which I had lifted my foot an instant before. The

passengers and others hearing the heavy fall rushed on deck, where I stood, as pale as death, gazing at the block which, without doubt, would have killed me there and then had I been under it when it fell. The thought of my narrow escape overcame me for a little, and I scarcely knew where I was, but shortly after I went down the stair leading to my cabin, and there in my berth laid me down in solemn reflection, thinking of the nearness I had been to experience the change from the present to the future world; while at the same time my family sprung up before my view, as it were in a group, bringing afresh to my mind the fact that I had so far acted wisely as to have my life insured for their behoof. And here let me say a word in favour of life insurance, believing as I do that it is most commendable, on the part of a married man especially, to get it done early in life. I have heard the remark made by some one, that it is better to attempt little and do it well, than attempt too much and do it ill; and I would say the same about a man insuring his life. In the first place, look out for a well-known safe company; and in the second place, insure for an amount the premium of which you are likely to be able to pay punctually, even although your income should be small; and if your affairs or business pursuits are prosperous, an assurance can be effected for a smaller or larger amount again.

I know some men are very careless about this matter, and I therefore wish to bring before my

readers an incident with which I had to do when I was a young man. I happened to be in company with the captain of a ship, who in conversation led me to understand that he was not insured. As a friend I advised him to get it done at once, and act upon the safe principle of insuring only for £100, which he did, I giving him what information I could to further his views. He continued for a few years master of a vessel, but owing to bad health had to relinquish his calling, which made it perhaps difficult to continue paying the premium, but it was manageable, and therefore paid. He had not given up the sea long when he died, his widow, who was in need of assistance, receiving the £100, which enabled her to commence a small business in the drapery and millinery line, giving employment to a daughter and herself, who for a number of years occupied the same shop and saved a little money. The wise step which her husband took to provide for the future was thus so very helpful to those who were depending upon his exertions, but of course much depended upon good management on the part of the widow; still, what could she have done without the money to give her a start?

A married man with the knowledge of having done his duty in providing for the *rainy day*, has a satisfaction in his mind which has a tendency to remove to a great extent that anxiety every man is sure to feel if he has any regard for his wife and

children ; and although it must be very unpleasant for the better-half to urge her spouse to insure his life, it is nevertheless my opinion that she ought to do so if he appears to be careless about the matter. And it is also my opinion, that every woman who deserves the name of *wife*, will feel grateful to her husband for securing a sum of money to be paid to her in the event of his death, and will do everything in her power to encourage him in his pursuits, even though she should not fully understand his plans, yet believing that as he has shown his forethought and interestness on her behalf in the matter of insurance, he will do it in his other transactions ; and thus, with her confidence and care, she will be sure to be a helpmate indeed, in doing what she can, along with her husband, to make and preserve a happy home. So much for life insurance ; and before leaving the subject I may mention, that I once heard of a young man who, in preference to others, obtained a lucrative situation because he had shown *forethought* by insuring his life some years before ; and I venture to say, that either in view of being connected with commerce or other spheres of life, no sensible man will ever regret insuring his life.

Monday the 8th.—Latitude $41^{\circ} 4'$ south, longitude $134^{\circ} 39'$ east; distance sailed, two hundred and twenty-seven miles,—the wind light from west-by-south, the ship bounding on beautifully, spreading a white foam

of broken water to a considerable distance on each side of her stem, and a number of the passengers are busy packing up. The scene on board now resembles the commercial world generally, and that is, "every man for himself," packing up and preparing to leave the ship. I heard of nothing having been stolen while on the passage; but it is nevertheless necessary now, more than at any other time, to look smart, and see that no person by mistake or otherwise pack up any of your clothes, or other things which have been in use, because if it disappears there will be little chance of seeing it again,—the bustle being so much, and the subject so delicate.

Tuesday the 9th.—Latitude $40^{\circ} 18'$ south, longitude $133^{\circ} 43'$ east; distance sailed, two hundred and three miles. All the passengers were in a great commotion, making ready for disembarkation, while the captain and other officers appeared much pleased with the orderly manner of all so engaged, and, I doubt not, highly delighted with the idea of bringing the voyage to an end, with the prospect of very soon seeing our noble ship anchored safely, near the landing-place where many thousands of emigrants from British shores and elsewhere have set foot for the first time on the Australian continent. If our present latitude and longitude be correct, and clear weather with a fair wind favour us, we should sight Australia in the course of twenty-four hours from noon to-day. And

now, to reflect upon what has transpired in my experience since I began to muse upon the idea of setting out on the voyage. It brings before my vision a series of incidents, and various difficulties in particular, which appeared at first almost insurmountable, but all of which have been wonderfully overcome.

But while enjoying a favourable retrospective view of the past, and however much I may be pleased with the present, I must not forget the fact, that before me there still lies an unknown future, in which I may find that there are many obstacles in the way as I travel, and that therefore the spirit of perseverance is still necessary, and that, whatever *my* strength may be, dependence upon a higher Power is as much needed at the present time as when I first commenced to cross the great expanse of ocean which now rolls,—and in some places, I know, roars tempestuously, yea, alarmingly,—between me and the much-loved shores of my own native land.

As the end of this outward and long voyage is nearing, I consider it to be a privilege to testify to the fact, that we the passengers have been treated all along with great kindness by the officers of the ship “Sussex,” and that amongst ourselves there has existed a willingness to make each other happy. In regard to the fair sex, in particular, it gives me great pleasure to speak to their praise in the words of the poet:—

“ O woman ! in our hours of ease
A joy and comfort for to please ;
When pain and anguish wring the brow,
A ministering angel thou.”

Indeed such we found our lady passengers to be, ever ready as they were to enliven and elevate us, the sterner sex, with their appearance and demeanour, as also with their desire to assist in any times of sickness, and their presence on such occasions was a great source of comfort.

Wednesday the 10th.—The weather was fine, the wind was still in our favour, and the most of us had got up very early. About ten o'clock A.M. we were told to look out for land, so that every eye was directed towards the eastern horizon ; and as it was understood, according to an old custom, that the first man who saw land would get a bottle of wine, there was a look out for both land and wine at the same time. I went on the fore-castle, where a great many of the passengers had assembled, but could see nothing but what had been familiar to my eyes for months—the blue azure sky surrounding the horizon. A quarter of an hour passed, still no land to be seen ; and I heard the first officer say, that if we did not see it in the course of half-an-hour it was hard to say when it would be seen. Immediately after this, however, a Mr Miller, one of our second-cabin passengers, sung out “ Land a-head ! ” In looking steadily at the spot where he said it was, I

perceived what appeared to be a dark cloud along the eastern horizon, but what turned out to be land right enough; and as it became more visible, the sight gladdened our hearts. We had now been seventy-two days out, and seen no land since the day we lost sight of Old England; and in order to give the reader an idea of *my* thoughts as it became more visible to my view, with all its beauty and attraction, I shall quote a few lines by A. Hume, which I felt to be true in my own experience,—

“Tho’ far frae thee, my native shore,
An’ toss’d on life’s tempestuous ocean,
My heart, aye Scottish to the core,
Shall cling to thee wi’ warm devotion.

“An’ while the wavin’ heather grows,
An’ onward rows the windin’ river,
The toast be ‘Scotland’s broomy knowes,
Her mountains, rocks, an’ glens for ever.’”

In looking around me, and seeing so many of the passengers gazing earnestly at the strange country, where no doubt many of them would settle down for life, I compared their appearance with what it was when we set out on the voyage, and I was glad to see they all looked so well. We had been a long time together, and sailed over about sixteen thousand miles of a yawning ocean, so that we had got well acquainted, and enjoyed one another’s company very much. The truth is, that owing to the friendly way we had associated while on the voyage, and the alarming dangers

to which we had been exposed, we had got much *attached* to each other, and I daresay many of us felt inclined that we should rather be landed on some little island, where we could often meet and be together, than to be separated and scattered on the great continent which now lay before us. To the latter, however, we had to make up our minds; and as Cape Otway—the land we first sighted—was only about sixty miles from the entrance to Hobson's Bay, we began to talk about bidding each other goodbye. As the wind was blowing pretty fresh in our favour, it was not long till we saw the waves sweeping along the coast, and dashing up over the long low sandy beach which lay stretched out before us, which brought to my mind the travels of the great navigator, Captain Cook, and how delighted he must have been when he saw the same sight for the first time. The land appeared to be very flat, and the shrubs growing near the water's edge. It was now getting late in the evening, and as no pilot was to be seen we stood out to seaward, and dodged about till next morning, when we stood in for Port-Philip Heads. This was on Thursday the 11th. The weather was fine; and as it had been telegraphed to Melbourne that we were near the Heads, the pilot soon hove in sight, and when a short distance from us he lowered a small boat to convey our new commander on board, who was soon alongside.

The rush made by the passengers to see him and his men was amusing to witness. The gangway was

opened, the ladder let down, and in a very short time he was on deck shaking hands with the captain, who gave him full charge of the ship. He was the first strange face we saw after bidding goodbye to our pilot off the Land's End of England, and I could not help smiling at the passengers gazing at the man as if he had come from another world. The truth is, I could not help gazing at him myself; and in taking into account the secluded life we had been subjected to so long, it was not to be wondered at, after all, that we were so anxious to see a human being, especially one from the opposite side of the globe to that on which we had lived. He appeared to be a man about fifty years old, well dressed, had plenty of gold rings on his fingers, wore a white shirt with the collar standing up to his ears, and it was not long till his strong voice was heard in giving orders to the men to make ready for entering in between Port-Philip Heads, which lie only about half-a-mile apart. Thus we left the wide ocean, and entered Hobson's Bay, at the head of which stands the beautiful and large city of Melbourne, the capital of the colony of Victoria,—a name given to it in honour of the Queen. While thinking about the name of this part of Australia, I could not but reflect upon the great responsibility of our sovereign, and what millions of people she rules over, as also what an amount of attention is necessary on the part of our legislators, to keep all government matters in such a state as to promote the welfare of the various classes of society in so many

lands. The thought is appalling when we ponder over the fact that the sun always shines on some part of Her Majesty's dominions.

I noticed inside the Heads, on the left, a pretty little town called Queen's Cliff, where a great many people resort for sea-bathing. The houses, which are built on a rising ground, appeared to be white, as if they had been lately haurled, and their roofs were blue coloured, which most likely was either felt or slate. On the opposite side, on the right, there were a number of houses built on a flat ground near the sea, which is the hospital for passengers to the colony not in a state of health to go on to Melbourne, and where a doctor resides, paid by Government, for the purpose of ascertaining what state of health passengers are in on board all ships entering the bay. If there be any infectious disease on board the vessel, she must lie in quarantine inside the Heads until such time as all is right. We, however, were all in good health, and went straight on to Sandridge, the seaport for Melbourne. In entering between the Heads, I noticed a great many buoys marking out sand banks, showing the necessity for a pilot. As we proceeded onwards, the bay got so wide that we lost sight of land on the right, and on the left another bay opened up to our view, at the head of which is a large town called Geelong. It was once thought that this place would become the principal port in Hobson's Bay, but Melbourne ultimately took the lead. The water was

now very smooth, and steamers, ships, and boats of all sizes were seen plying from place to place, which put me in mind of what was going on in bonny Scotland. Although my mind at this time was a little disturbed while thinking of the great distance which separated me from friends and home, I nevertheless was delighted to have a view of the new scenery around me. It was a beautiful day; the bay spread itself out wider and wider as we got farther up, until it became like an inland sea; little steamers, filled with gaily-dressed passengers, quickly ploughed the clear crystalline waters. The merry crowd hailed us with a most enthusiastic cheer as they passed, as much as to say, "You are welcome," and we did not forget to return the compliment. In nearing the ships lying at Sandridge Pier, we observed one of them to be on fire, which turned out to be the "Result," from London, having taken fire while taking in a cargo of wool at the pier; and as it had been found impossible to get it extinguished, she had been anchored in the bay to burn out. We arrived at the pier in the evening, but as there was no berth ready for us, we moored in the bay all night. A number of small boats soon surrounded us, in which there were a great many people looking out for their relatives; and to witness the meetings of friends that had been long separated was very affecting. I saw husbands meeting their wives, fathers their children, brothers their sisters, uncles their nieces and nephews; and so much were the fair

sex *especially* overcome with the thought of meeting their long-lost relatives, that many of them actually fainted away; others wept with joy; while some, being as it were half-maddened with the exhilarating feeling pervading their minds on meeting their friends, were frantically looking out for their luggage, and then again clutching each other with such an endearing grasp as could only be effected by hands nerved with power received from hearts overflowing with strong affection. Although there were people of various grades and of different nations making up the number of our passengers, yet all seemed to be interested in each other's happiness; and such a shaking of hands put me more in mind of wishing one another a "Happy New Year" than anything else. But while without a doubt much happiness prevailed, yet as there are two sides to every picture, so there were in reference to the scene under my notice at this time. Some of us had no relatives to give us a hearty welcome on the shores of that foreign and far-distant land, and those very naturally *kept together*. The most of this class remained on board all night, a number of whom went on shore for a few hours to see and hear what they could, and report accordingly. The information they gave, however, was not so encouraging as that anticipated by men having run the risk of crossing the seas with the hope that they were going to a land far superior to that which they had left. They spoke of sand and dust as being too plentiful, a great want of

sanitary improvements, a great many people out of employment, and a number of other things, rather discouraging them, as I thought, too much, which led me to think that, although they were young men just setting out in the world, some of them at least were not of the stamp to face the difficulties connected with getting on in a new country, and I was told that a few actually returned to England by the "Sussex." For my own part, I must say that the report given influenced me neither the one way nor the other, as I knew it was impossible they could know much more than what they had heard, and as I proceed I shall give a true account of what I think of Melbourne, and its relation to the various departments of trade now, and what I am inclined to believe it will be in time to come. It was now getting dark, and the gas-lights began to show themselves one by one, until like a semi-circle they girted us round in brightness and beauty, producing a starry-like reflection on the bay, which lay still and peaceful around us. The burning ship, about a thousand tons register, lay close to us; she was nearly burned to the surface of the water; the flames flew up with terrific fury, showing us the awful consequence of a ship being on fire at sea. While some of us were attracted by the sight, and standing looking on,—not without reflection as to our own safety,—one of our officers came forward and said that we saw *now* the necessity of the care insisted upon in reference to using open

lights or lighting pipes between decks while on the passage.

Although our ship lay as still now as if she had been in dock, and all was quiet about us, yet I noticed that very few of the passengers slept any, which I imagined would be owing to the anxiety they were likely experiencing as to what they were going to do in this strange country. The fact is, some of them seemed to leave the ship reluctantly, and I was told that a few were permitted by the officers (to their credit let it be said) to remain on board until they got something to do. We were hauled close alongside Sandridge Pier about six o'clock on the morning of Friday the 12th. The railway waggons from Melbourne were ready to take our luggage to that station, to which place they were taken free, according to the agreement between the passengers and the owners of the vessel, and where they were kept safe until called for, when a description of them had to be given, and once delivered up, all responsibility on the part of the owners of the ship was at an end. On seeing the luggage safe in these waggons, we stepped on the pier in the presence of a great many spectators, and looking round to the ship which had been our home while crossing the seas, as it were bidding her goodbye, we formed ourselves into groups, and marched on to Melbourne, which is about three miles from the pier, and on arriving there, a few of us kept together, and during the evening secured lodgings in the same hotel.

We were not idle during the day endeavouring to see strange sights, and at night, having walked a good deal—a thing we had not been accustomed to for a long time—we felt very much fatigued, so that after a little refreshment we were glad to retire to rest, which was the first time to many of us amongst the *Antipodeans*. I slept sound, but awoke in the morning in a bewildered and thoughtful state of mind, for a moment not knowing exactly where I was. In a minute or two, however, I soon learned *that*, and immediately got up, dressed, and went down stairs, when I was shown to a large room, where I had breakfast. The company surrounding the table were of both sexes, and of various classes and countries, not a few of whom were gold-diggers just arrived from the different fields. The landlord (an Irishman) attended personally in seeing that we got a good breakfast, and along with bread, tea, and (strange to say) *potatoes*, we had a plentiful supply of mutton chops of the largest size I had ever seen on a table. Some enjoyed all that was set before them exceedingly well, while others scarcely ate anything, appearing to be wrapt up in serious contemplation; and I noticed this class were principally of those that had recently arrived in the colony, some of whom were my fellow passengers. Indeed, there was a kind of melancholy, which a number of the passengers seemed to feel intensely immediately after landing, which appeared to be very difficult to get quit of, and not a few of them expressed to me their desire to return to

England. In getting acquainted with old colonists, however, I learned that this feeling is often felt by emigrants in general for a short time after they arrive, and I must confess I experienced a little of it myself. True, my family being in Scotland, would, to a great extent, account for *my* mind being a little depressed, but more or less, even amongst young people having nobody to care for but themselves, a languishing desire for home pervades the mind for a time, when gradually it wears off, and they turn to with a determination to make money, some of them not very particular as to how they do it, in reference to employment.

After breakfast was over I adjourned to a sitting-room, where, in a very short time, I was surrounded with a good many of our passengers who had for the night put up in various hotels, and a few came to see me who had enjoyed the comforts of a bedroom in the *police-office*. Poor fellows, some of them had been so delighted in getting their feet once more on *terra firma*, and wishing each other many happy days over a glass of beer, that John Barleycorn had knocked them down, and others, running to the rescue of their mates, had been almost knocked down by policemen, so that next morning a considerable sum of money was demanded from each for disturbing the peace of the people of Melbourne. Thus many of the passengers, little expecting that their English money was to be laid out so unprofitably, had to suffer both in mind and pocket

for the over-indulgence of the previous night; and I would here remind emigrants of the fact, that there is nothing more to be dreaded on reaching a strange land than strong drink. I acknowledge that it is not very easy to stand aloof from fellow passengers when the *parting* glass is handed round, and a happy and prosperous career is proposed and responded to with the enthusiasm of young men having crossed the seas in search of a fortune; but it is of the greatest importance that these friendly interviews be kept from assuming anything like disorderly conduct, because, in reference to commerce at least, the very first step the emigrant takes is particularly watched, and if he makes a mistake at the beginning, there is very little chance for him getting on in that locality. On the other hand, if he is known to be honest, industrious, and steady, he has a chance of being very successful. Of course I principally refer to commercial young men looking out for a place where they are inclined to settle down, and persevere with a determination that the connection they form amongst the people where they spend the best of their life shall be a capital upon which they can work when farther advanced in years; and in order that I may be fully understood, I wish the reader to remember that it is my opinion, that wherever a man—especially a business man—has spent a good many years of his life and formed a connection, it is a certain kind of capital, and it should not be dispensed with without a very good reason. Thus it will be seen

that I do not admire a *middle-aged* man, who can, by applying himself to industry, support his family where he has lived for many years, run the risk of exposing himself and his family to the dangers and fatigue connected with crossing the seas and settling in a foreign land, while, at the same time, I *do* applaud every *young* man who in early life exercises the courage, intellect, and strength *adequate* for such an undertaking, and, as much as it is consistent with his circumstances in life (as I said at the outset) he should travel,—it makes him better prepared for being useful in doing good to himself, and any community amongst whom he may ultimately settle down, and, along with his travelling experience, he will find it to be of great advantage if he has served his apprenticeship in the same country where he adopts his home, because the money currency, commercial phrases, and manners and customs of the people are well known to him.

After my interview with the passengers, a few of us went together to get our luggage from the railway station, where we found it all safe, and brought it to the hotel, in which a large room was set apart for luggage, where there were trunks, portmanteaus, diggers' swags, &c., some of which had been lying there for a long time, and the landlord said he did not know to whom part of it belonged. Indeed, one hotel I called at had been so much frequented by emigrants, that hundreds of trunks, chests, portmanteaus, bags, &c., were built up in a large cellar in connection with

the house, and the landlord told me that a great portion of it had lain there unclaimed for years, showing me that to all appearance some of it at least would never be claimed by its owners. After getting properly settled down in the hotel, I began to look round in order to get acquainted with the people and the place, and I shall now proceed to give a description of Melbourne and its surroundings, and, as far as I heard and saw, give an outline of the country generally.

When on board ship in Hobson's Bay, where vessels lie at anchor, Melbourne lies about three miles distant, in a north-east direction, and presents a very beautiful and attractive appearance. St Kilda, a pretty town, lying near the sea, much frequented by sea-bathers, and where a great many of the Melbourne merchants live in fine houses, lies on the right, about four miles distant; and Williamstown, a small seaport with a pier, lies about two miles distant on the left. In stepping on Sandridge Pier, I observed that large ships of about two thousand tons could discharge and take in cargo alongside of it. The pier is erected with a very durable kind of wood, and extends out in the bay to a great distance; rails are laid down on each side, extending to the extreme end, and connected with the Melbourne and Sandridge railway. Just at the entrance on the pier, and where there are large refreshment-rooms, multitudes of people are continually assembled, and the new arrivals of emigrants, mingling with those that have spent many years in

the colony, shows quite a contrast,—the former being called by the latter new chums; and it is generally there for the first time amongst the Antipodeans that the newly arrived emigrants call for a glass, or, according to the colonial phrase, a *nobbler* of brandy. From this point there is a fine view of the bay on the right, and on the left the low sandy beach is swept by the clear salt water; and on turning round and looking at the town itself, one is not surprised that it is called *Sandridge*, as, in fact, sand appears to be everywhere. Owing to the great amount of shipping at the pier in connection with all parts of the world, the traffic is immense. The streets of Sandridge are well laid out; the houses, which were at first erected of wood, are being taken down, others of blue whinstone are being put up; and a considerable amount of trade is done by general dealers and hotel-keepers with the thousands of passengers arriving and embarking every week.

In leaving Sandridge and walking towards Melbourne, a pretty little town called Emerald Hill lies on the right about half-way, and which is rapidly increasing in buildings and population. I found the people here to be very hospitable to strangers, and sociable amongst themselves; so much so, that numbers of both sexes, although in highly respectable positions, could often be seen taking their evening walk, either along the fine broad streets, or a little distance from the town,—the ladies in light dresses,

and the gentlemen in their white shirt-sleeves,—apparently as free and easy as if they had been walking as many hundred miles from a fashionable city as they were yards from Melbourne, and caring as little for the etiquette of the society of a town life as emigrants do on board ship while crossing the seas.

Leaving Emerald Hill for Melbourne by St Kilda Road, the botanical gardens lie a little distance to the right. These gardens are laid out in fine order; plants and trees of many kinds from various countries take root and thrive well, and a great number are planted there, adding to the beauty of the native trees and plants of the soil, which stud the grounds in great variety. Birds of different species, and with golden-like plumage, glitter in the air; black swans in great numbers float in the ponds, which are very numerous, altogether making the place a fine resort for pleasure-seekers, and where a leisure hour can be spent very pleasantly. Near to this is the Emigrant's Aid Society Home, which I visited, and spent a few hours in seeing through. I learned that the institution was originally established by the Government of Victoria for the relief of emigrants in distress who had paid their passages to the colony. Other cases of want, however, are not overlooked, and some of the Melbourne merchants and others subscribe yearly to the funds of the institution. I observed a great number of women there, having been deserted by their husbands, and in many cases there were helpless children. By making inquiry,

I learned that for most part this state of matters arose from the unsettled state of society throughout the colonies, and men rushing from one place to another, not always in search of gold, but in search of different kinds of employment connected with gold-digging. The institution is principally erected of wood, and in many parts I noticed that the inmates, although in a way sheltered, were in many cases much in want of such accommodation as is generally enjoyed in similar institutions, or rather houses for the poor in this country. It was truly melancholy to see the sick people in the different departments of the hospital gradually sinking without a relative to speak to them. They were of various countries and ages; some were reading their bibles, others tracts and hymn-books, while a few of them appeared to be in serious and deep thought. Those able to work were employed in breaking stones, teasing oakum, knitting, and sewing; and a number of women were employed as nurses,—taking care of orphan children, the sick, and others. I visited the schools in connection with the establishment, and was much pleased to see the children so happy, which was quite a change to the scenes that had just been brought under my notice. The teacher in the girls' school asked me if I would like to hear them sing, when, as she might have imagined, I said I would. On receiving orders from their teacher they all stood, and sang first one little hymn and then another—the tunes similar to those sung in our schools at home.

I was much attracted by their appearance as they stood before me of different colours—some of them as black as ebony—singing the little hymns as sweetly as I had ever heard them sung in any school before. After seeing a little more of the arrangements, I bade the superintendent, who had very kindly shown me through the place, goodbye. Not far from this, on the opposite side of St Kilda Road, is the military barracks, a fine large building standing alone, more like a gentleman's mansion than anything else; and, as far as I could see and hear, the soldiers stationed there had good times of it. When on this part of the road I thought of the times when gangs of bushrangers thought nothing of standing on the same place in midday and demand either the money or the life of passers-by, and before the police arrived from Melbourne—near though it was—they were off on horseback with large sums of money. I also thought of the different characters once employed in making the road itself, and imagined, no doubt rightly, that they had been of all ranks, nations, and professions. At any rate, it is a well-made road, the same that all the others are, which connect the country with Melbourne.

In entering Melbourne from this road, the river Yarra-Yarra is crossed by Prince's Bridge, which is built of good masonry, when Flinder Street is entered, which is one of the principal thoroughfares, and where there are many buildings, being generally large wholesale establishments, and where business is carried on

principally by importers. It lies nearly east and west. Including the suburbs, Melbourne is about six miles square, and the population is about three hundred thousand. During the last twenty years this city has been rapidly advancing in commerce, buildings, population, and wealth; and now, instead of a few wooden erections, a space of ground not less than I have mentioned is laid out in squares, including parks, paddocks, parades, gardens, and blocks of fine buildings, separated by very broad streets running parallel, and intersecting at right angles—the plan altogether doing credit to those who have had the management of public affairs in the colony. The houses are principally built of brick and stone, and instead of being built close to each other, in many cases there is a space left, which has not only increased the extension of the city, but prevented that dense population which otherwise would have been the case. The houses are, with few exceptions, built not higher than four storeys, but the rooms are large, high in the ceiling, and airy; the pavements are laid with flagstone, and, in proportion to the breadth of the streets, are very broad; the strands along the streets are very deep and broad, and small bridges of wood are erected, not far apart, from the pavement to the street, so as to accommodate the people when the heavy rains and the sewerage of the town produces a stream sometimes quite deep enough, as I have seen it, to float a small boat along the strand. Elizabeth Street was once the most fashionable, but

Bourke Street is considered to be that now. The people generally dress well in light thin clothes, and are generally of a gay, independent spirit. As it may be supposed, they are composed of people from almost every nation in the world; and as a matter of course, many marriages take place, neither of the two knowing much of each other, and far less of their family connections. The children of colonists born in Australia are called colonial, and in many cases their appearance indicate decidedly that their parents are not of the same extraction. Chinamen are very numerous in Melbourne, but I saw no China women. There are, however, many marriages between Chinamen and European women; and the half-caste children, as they are called, are often very smart and good-looking. The greater part of the Chinamen return home when they have saved a little money. They are a very strange class of people, and seclude themselves in their houses as much as they possibly can. Seeing one of their house doors a little open one day, I went in rather abruptly to have a look about me. Everything around presented an appearance strange and old-fashioned,—more like the furniture of a great-grandfather's house in the interior of the Highlands than anything else. As I did not see anybody in the house, but heard some peculiar sound upstairs, I beat a sudden retreat, fearing that perhaps I was a little out of order, and that it might not fare well with me if I remained. Their shop window shutters are scarcely ever taken off; and except when goods are

either taken in or put out, the doors are never opened.

The shops in Melbourne are generally large, and restaurants and hotels are very numerous. Indeed, when I arrived and first took a look through the streets, I could not understand how these hotels could pay; but on getting better acquainted with what was going on, I learned that, with few exceptions, all the people employed in public establishments, and many other classes, took their meals in these restaurants and hotels, considering it cheaper to do so than take it in their own houses, and I have seen as many as two to three hundred taking dinner in a restaurant at the same time. Then I found that thousands of people arriving in Melbourne were mere pleasure-seekers from almost every part of the world, and, as a matter of course, they made the hotels their homes for a time. This, in connection with the hundreds of gold-diggers arriving from the gold-fields every week, and the various classes of other professions, all added to the amount of business done in these public places, so that in this way alone a great amount of money is circulated, giving trade and employment to thousands of the population. In order to get an idea of the continual coming and going of the multitudes visiting Melbourne, I went to some of the largest places of worship on the Sundays, and at times the scenes within their walls were of an attractive nature. People were there of various colours and countries, hundreds attending more for the purpose of

seeing what was going on than anything else; and I was told that, with the exception of the members of the church, the most of those attending the one Sunday were replaced by others the next. I often attended the market-places, especially on a Saturday night, and it was amusing in the extreme to hear people of different languages offer their goods for sale by bawling out in their own peculiar way the names and prices of the articles. The fact is, that any one desirous to see and hear people from almost all countries on the globe; has got nothing to do but visit Melbourne, that wonderful city, which has sprung up so suddenly, and attracted so many thousands of people from their native lands, some for the good of their health, others for pleasure, but the majority for the purpose of accumulating gold.

Although the population comprise all these different classes, they nevertheless endeavour to acquire the English language, are fond of British rule, and their children are taught the same. The authorities do what they can to provide for the education of the young, but there are a great many private schools well attended, the teachers having nothing to depend upon but the fees they receive from the scholars. The youths appear to be very smart, cunning, and old-fashioned, but not so settled and persevering in their studies as our young people at home; and the effect of the climate on the constitution is such, that mothers can be seen only fourteen years old.

It is surprising to think that within such a short time there has been so many public institutions established. One in particular attracted my attention very much, viz., the Public Library. I was told that the building, furniture, and books cost about one hundred thousand pounds sterling. All classes, of both sexes, are admitted free to read from ten in the morning till ten at night, and there are books on all subjects. The building is entered by a broad gate, inside of which there are a flight of steps up to the main door. Just on entering, a large space on each side opens up to the view, where there are statues of ancient historians, poets, authors, kings, warriors, orators, &c., and a great many pieces of sculpture done by men some of whom are dead many hundred years ago. The first floor above is entered by a broad stone stair, at the foot of which there is a white marble fountain, where water can be had to drink, and every convenience for washing hands, or otherwise dressing, is provided. In ascending the stair, I noticed that the top of the railing was of fine rosewood, and my attention was arrested by a great many war weapons hanging on the walls, used by savages in the South Sea Islands, and others from different parts of the world. Then, at the top of the stair, there is a book in which visitors write down their names, and immediately after enter a large hall, fitted up in fine style for the accommodation of those who read. The book-cases, tables, and chairs are all made of mahogany or

rosewood, and the books are placed in such a way as any one wanted can be easily found, and no reader need be at a loss for any kind of book he wishes to have, as there are plenty of every language in the world; but none are allowed to be taken out. From this floor there is a stair leading up to a gallery, which surrounds the building, fitted up for books in the same way as below, and where there are plenty of them, and good accommodation for the readers. While in these apartments none are allowed to speak but in a whisper, in case it may disturb those who are reading. I often spent a few hours in this library, and was sorry to observe it was not so well attended as it ought to have been. I trust, however, that the people of Melbourne will take advantage of the great boon, and show by their advancement in education that they are not despising the gift.

Close to this was the Exhibition, which was just being filled with all the different manufactures of the colonists of Australia. On visiting it, I was agreeably surprised to see the advancement made in the various branches of trade, and how one colony was vying with another to produce a good article.

All the colonies were at this time uniting in the agitation to have a law enacted to shut out foreign goods which they could manufacture themselves; but a great many of the merchants and agents were not in favour of such, so that the disturbance it was creating in their Legislative Assembly was doing

much injury to trade, in so far as speculation was concerned.

A little distance from the Exhibition, on a rising ground, stands the Benevolent Asylum, in which there are hundreds of people, young and old, of both sexes, cared for at the public expense. The day I visited this institution the weather was fine, though I confess I felt it too hot. There are grounds laid out around the building, on which these poor people are allowed to walk, and noticing a number of them walking about, I put myself in their way. The first man I met was very old, and when he heard I was recently from England, he wished me to sit down along with him on one of the seats that are here and there standing along the walks. He never hesitated to tell me that he was a convict, and gave me a great deal of his news. He said he was a native of London, and was transported for stealing more than twenty years ago, and now, after a time of hard labour, his strength had gone, and he had no other prospect than to remain in the Asylum till death, but he had a languishing desire to see London. Another old man I met told me he had been a shipbroker in Liverpool, was sweethearting a young lady, who deceived him and married an Edinburgh lawyer, in consequence of which he sold off, shipped for Melbourne, arrived with four hundred pounds in his pocket, went to live in a hotel, could get nothing to do to suit him, began to drink, spent all his money, began to lose self-respect, and so, from one step of

degradation to another, he had brought himself into such a bad state of health that he had to be put in the Asylum. While telling me his story, which was done in great earnestness, I observed that his mind wandered a good deal; and the next man I met told me that, although he had been talking to me apparently sane, he was at the same time quite the opposite, though a good deal of what he had been telling me was truth. I was then shown through the place, and was glad to see that the arrangements were very good, and that cleanliness was strictly attended to.

I then visited the old and new cemeteries. The old one is a very large space, enclosed by a wooden fence, where thousands of the old settlers, and some of their offspring and others, are buried. I saw a few tombstones, but the most of the graves were marked by bits of wood, on which were written the age and name of the deceased. Upon the whole, the place exhibited a very melancholy spectacle to *me*, as I had never been in a burying-ground where there were so many graves without a bit of stone to show where the remains of a fellow-creature lay. I next visited the new cemetery, which lies in the suburbs of the city, and which I found to be better laid out, and kept regularly in order. The ground is enclosed by a stone wall, the walks are very nicely made, there are some very fine tombs, one of which is that of Sir Charles Hotham, who was one of the Governors of Victoria, and altogether it is very creditable to the people of

Melbourne that they have taken such interest in providing a resting-place of such beauty for their dead. I also visited the cemetery at Williamstown, and was shown the grave of a gentleman, a countryman of my own, to whom I had spoken not many weeks before; indeed, I noticed in all the three names on the tombstones the same as that of persons with whom I was acquainted in many towns of Scotland, and I often wondered if I was near the remains of any whose relatives I might visit, if I was spared to see Scotland again. As the weather was very hot at the time I made these visits, there was very little grass on the graves,—indeed in hundreds of cases there was none at all,—and nothing to show where the dead was buried, but a heap of white-coloured clay, getting more and more scorched by a hot burning sun. I visited many other places of interest, such as the House of Parliament, or, as it is called in the colony, the House of Legislative Assembly, as also Sabbath-schools, concert rooms, public halls, theatres, custom-house, and, in particular, the museum, in which there are many curiosities, amongst which is to be seen a plan of the gold-fields on a very large scale,—how they are wrought, both as regards the quartz mines and alluvial diggings, and all the processes through which the rock and earth are put in order to get the gold. The model of the diggings, and part of the interior of the country, is considered to be very like what it represents, and all the implements and machinery required

by diggers are there exhibited. Hills and valleys where diggers are seen, some working, others looking on, and a few travelling with their swags on their backs, wearied and careworn, are nicely represented as well. Then models of some of the largest nuggets of gold which have been found in Australia, coloured like the original, are there; indeed everything connected with gold-digging is represented (as an old digger said to me) "Exactly."

After six or twelve months, gold-diggers generally make their appearance in town, when many of them spend their money foolishly. Indeed they put me very much in mind of a jolly lot of sailors just come off a long voyage, ready to treat and be treated to too many glasses of beer. Many of them, however, are very careful and steady; but, owing to the way diggers are exposed to drink along with their comrades, it is scarcely possible for those men not to spend more money than they should. Some of them have been known to come into town, when one man would spend a few hundred pounds in a few weeks, and set off to the diggings again, and so vexed and annoyed, that he would go without writing a line to relatives at home. But now, when men are for the greater part working for wages, it is a very different thing; few spend their money so carelessly. I may mention here, that apart from drinking for mere sociability at the time, the working men and others who are subjected to exertion really require to drink some-

thing better than *water*, because it is not good; but it must be observed that in a hot climate, such as *that in Australia*, there is more danger in taking too much of anything of an intoxicating nature than in a cold climate such as that in Scotland. There is a great quantity of cold tea used as a drink in the colony, but I think I am right in saying that the working-classes in Melbourne drink more colonial beer (which they can get at threepence per glass) than anything else; but English beer is preferred, and those in good circumstances, or in other words, the upper class, drink it at sixpence per glass.

It is understood in this country that working men get high wages in Australia, but, as far as I could ascertain, they work hard enough for all they get. The fact is, I have seen one man in Melbourne get as much work to do in a day as would have been allotted to two men in this country; and the lifts some of these men employed in stores are sometimes called upon to take are more suitable for steam power than the power of a human being; so that, taking these things into account, it is not to be wondered at when we hear of so many of the young men who leave this country for some of the colonies being cut off in the prime of life. The reason can be easily imagined in too many cases: they were not able for the work they had to do, so that owing to too much perspiration, and too much drink (perhaps of the wrong kind) to quench their thirst, it brought them to a premature grave. Australia

is in want of people, but principally of a certain class, viz., those who have been brought up to hard work in the country, and have youth, health, and strength on their side. If any of these do emigrate, they should not linger at the port where they arrive, but go up the country at once, and endeavour to get such work as that to which they have been accustomed at home, and by perseverance success is almost certain.

Having referred to the working men of Melbourne, I may mention that they enjoy a benefit, however, of which to a great extent our working men in this country are deprived, and that is *holidays*—scarcely a week passes that there is not a holiday, and sometimes two. In reference to pleasure, the people of Melbourne are more or less all fond of it, but on the holidays they do turn out in style. The merchants are generally sharp business men, but often so much perplexed in mind, which is occasioned by the fluctuation of the markets, that a man just arrived from England, where prices don't fluctuate so much, would be inclined to think that these men were insane—just arising from the excited state of mind they cannot help exhibiting. In a very short time, however, such are the chances to make a profit, that the stranger begins to feel as if he would like to try his *own* luck in speculating, and this is what the Melbourne merchants, in a commercial point of view, call the Colonial Fever,—which means a speculative disposition. In speaking about insanity, however, I learned that there

were too many cases of it amongst mercantile men ; and such is often the result of the extraordinary pressure of thought as to the future in reference to profit and loss, and sometimes of disappointment as to the present, and so much mischief has been done by these risky speculations, and intoxication by the strong drink which is often resorted to, that lunatic asylum after lunatic asylum has been built and filled, and, owing to the increase of lunatics, there was another asylum in course of erection when I left. In the midst of all this, however, there are steady, discriminating, and highly respectable merchants in Melbourne, some of whom I know intimately. The Hall of Commerce is a very handsome building, and merchants, importers, and brokers generally attend there every day about one o'clock, when the state of the markets are freely discussed, the shares of the different gold mines and other public works are valued and offered for sale, and where large speculations are entered into—sometimes to the great advantage, and occasionally to the ruin of many. In a very conspicuous place in the House there is a large diary lying, where can be seen the names of all vessels which have made their appearance outside Port-Philip Heads; and as there are now and again passenger ships expected, it is no rare thing to see expectant eyes in great numbers glancing over these pages with a serious and earnest look,—no doubt full of hope that they will by-and-bye be meeting old friends from a distance.

Then the auction salerooms are well worth seeing, as they are much resorted to by merchants in order to examine samples of all kinds of goods, and where on certain days the stock is offered for sale, and sold by a class of men considered highly respectable; indeed the profession of an auctioneer is looked upon in Melbourne to be as good, if not better, than that of a merchant, as he has often not only the power to sell the goods, but to credit the buyers, and be the drawer of the bills.

Then the banking establishments, which are very numerous, are well worth visiting. While the greater part of all the buildings appear as if they were recently built, the banking establishments look as if they were built yesterday,—everything appearing new; and owing to the hot climate, the height of the ceilings are such that it resembles more that of some of our most modern and largest places of worship in this country than anything else. But to describe the interior of these establishments, and some others, as I might, would take up more space than I have allotted in this little volume for the purpose. The system upon which bankers conduct their business is similar to that of Scotch banking. The bankers, like the merchants, are a very frank class of men, and when through with business, associate with the other classes of the mercantile community in a free and friendly way.

The House of the Legislative Assembly is a very

large building, erected on a rising ground, in a prominent and beautiful situation in East Melbourne, and from which there can be got one of the finest views obtained of Hobson's Bay. I visited some of the court rooms, where justice is administered, and heard cases disposed of. Those on the bench appeared to be plain, conscientious men, doing their utmost to preserve order, and give justice to all. I intended to visit the Hospital, but owing to it being full of patients, and hot weather at the time, I was advised by a friend not to go.

Although it is very hot sometimes, yet, upon the whole, I consider the climate is good. I had often heard of the beauty of an Australian sky, and could now see for myself. It is sometimes cloudless for weeks, when, though warm during the day, the evenings are very pleasant, and crowds of people take advantage of the cool breeze, which is generally just enough to make the air agreeable. The streets are thronged with people all hours of the night, and as some bars or gin palaces are licensed to keep open, refreshments can be got at any hour. I may mention that these houses open about twelve o'clock at night, must shut at a certain hour in the morning, and are not allowed to be open at any time during the day. Looking at the people, as they walked about in the free and easy way they generally do—the gentlemen, some of them at times in their white shirt sleeves, and the ladies with light dresses—I could scarcely think I

was in a city at all. Indeed, taking into account the great breadth of the streets, the distance one house stood from another, the level ground upon which they were built, stretching out for miles around; here and there one of those gin palaces lighted up with gas, and the people all around—some singing, some playing music, others dancing, while not a few were looking on, and all about midnight,—I felt as if I was in a different world to that I had been accustomed. And then, at such times, to look above me, and behold the myriads of stars standing out in bold relief in the sky, as also the moon—the *Australian moon*—one of the finest sights in the world, hanging, as it were, like a globe of fire, lighting all around, it encouraged serious contemplation; and when my thoughts led me back to Scotland, I felt as if all before me was a dream, yet conscious, without a doubt, that I was *thousands* of miles from home, and that all I saw and heard was a grand reality. Some would imagine that at such a late hour, and public houses open, riots and disorderly conduct would likely take place, and disturb the peace of the community, but there was very little of that. The people all seem to enjoy life in a free, easy, and independent way, each man considering that he is as good as another, and that no profession should form a barrier to a mutual and brotherly intercourse.

The fine mild weather which generally prevails—and especially the great heat—induce them to dress in light clothes; and to see coaches and cabs provided

with seats outside, running in every direction, with their passengers all dressed in white, is a fine sight. They have only two classes of railway carriages, and a smoking carriage for all, which seems to work well. The governor is the same to them that a king or queen is to us: those clustering around him form the aristocracy, and the people, as I have said, will not recognise any more classes than two, which accounts for them, in the meantime, having no third-class railway carriages. If there is any class looked upon as number three it is the convicts, whom the colonists call "old legs;" but many of those characters, in the face of public prejudice, have risen to occupy honourable positions in society, and enjoy the confidence of their fellow men.

Whatever the circumstances of the people are, they endeavour to show as little poverty as possible, and they pay away money, though it was the last shilling they had, as independently as if they had thousands remaining. They wish to enjoy each other's friendship and sociality; and when the labours of the day are over, they are very often off to pleasure, to which they have many inducements in Melbourne, and the river Yarra-Yarra is one. From Hobson's Bay it winds up the country in a serpentine-like form. There is a place on its banks, near Prince's Bridge, where a great number of pleasure-boats are kept for hire, in order to accommodate pleasure parties fond of using the oar, and of

the beautiful country scenery which is to be seen while pulling up the stream. On this magnificent river I was more than once one of a party, enjoying ourselves pulling up and down for hours at a time. One time in particular I was up on its waters to a considerable distance, and touched along several parts of its banks while going and returning. The country through which it traverses being very flat, the water moved towards the ocean quietly. The sun on this day happened to be very hot, but the trees and weeping-willows, which grow to a great height on the banks, formed a fine shade from his scorching rays. The scenery presented to our view as we passed along various windings was beautiful—numbers of boats, full of gay parties of both sexes, were passing up and down—the voices of both ladies and gentlemen were tuned to increase our pleasure, by singing some fine songs—one party cheering another from the boats—the singers being applauded and induced to sing again,—all added to the enlivening entertainments of the day. We often got under the shade of the trees and weeping-willows, when they appeared like so many huge umbrellas, some of the leaves gracefully hanging down to the water's edge, forming, as it were, a narrow stream along the banks of the Yarra-Yarra. We landed several times, walked amongst the trees, viewed the fields around us—some of which were under cultivation—visited fairy-like hotels, refreshed ourselves with colonial wine, had a

plentiful supply of grapes, which grew in large bunches; and as I had lately arrived in the colony, and gave the people some of my news about what was going on in England, my company was much appreciated, and I shall never forget how earnestly those country people stood around me listening to what I had got to say. After spending a while in their company, I bade them goodbye, or, according to the colonial phrase, *so long*, and promised that if ever I came that way again I should give them a call. That, however, was the last time I was on the river, and it is not likely I will ever see it again, though I confess that while I now write I feel as if something was impelling me to return to the same scenes, and meet those parties who proved to be good and valuable friends while I was in that strange land; and if fortune so smiles upon me as to have time and other means at my disposal, family ties would be the only thing likely to prevent me from visiting that beautiful and far-off land again.

While returning to where we left the boat, and the man we had to take charge of her, we lost our way amongst the trees, and could find neither of the two; and as night was coming on, we were getting a little alarmed, when, to our great delight, we met our guide on his way looking out for us, who again took charge of us, and in a short time we were safe on board the boat, gliding down the river in the cool of the evening, when the chirping of the birds, mingling with

our songs, made us enjoy ourselves all the more while returning, and at a late hour we arrived at Prince's Bridge, much pleased with our day's excursion. In travelling through the country, I noticed that the trees, which grow to a great height and thickness, stood far apart from each other, more like an English park than a wild forest; and I observed at the roots of many of them large holes, like as it were, caves burned and scooped out, so as to form a place of shelter, as I imagined, for travellers at sometime or other in the bush. Vegetation exists almost continually, so that on the one day all looks withered and dry, and in a few hours, after a shower, the earth and trees present a green and spring-like appearance. The earth around Melbourne is of a white clay colour, gets very hard in dry weather, and is clammy and disagreeable to walk upon when wet. In very dry weather, the dust rises on the streets and roads like drifting snow, and drifts with such force that I often had to turn round, or get my face covered, until it was passed, though only to encounter the same in a short time. There is plenty of water in the district now, however, with such a tremendous pressure, that it can be spouted along the streets, broad though they are, and to an extraordinary height, which is very convenient for cleaning windows, laying the dust, and cooling the fronts of wooden houses. Ice is manufactured in Melbourne, and used for many purposes, but to a great extent in hotels and res-

taurants for cooling drinks. Business hours, in *merchants' offices* at least, are from ten to six, and, as far as I could see in almost any department of trade, profits are much above what is obtained in this country. The people are very enthusiastic about anything new, such as building a new place of worship, an institution, or a public acknowledgment of any kind deservedly done to public men, as also of encouraging those connected with trade. And, at this stage, I may mention what I am inclined to believe Melbourne will be. As I have said, the site is of great extent, and all who read anything about Australia know that there is plenty of room to extend farther. The suburbs which are being added to the city are St Kilda, Emerald Hill, Richmond, Collingwood, Flemington, Williamstown, and a few other places, all of which in time to come will likely be connected to the city by streets of houses, occupied by a people who have acquired, and are willing to acquire, the English language, and delighted to be subject to the British rule. Yes, the people living there now are most likely laying a foundation for another London, which may outstrip the one which is our metropolis, and of which we may be proud. A large post-office has just been finished, which, for accommodation and ornamental beauty, surpasses many in some of our largest commercial towns in this country. Great excitement prevails amongst the people on the arrival of the English mail, numbers

of men and boys run up and down the streets holding open papers in their hands, and bunches of them under their arms, singing out with all the strength of voice they can muster, "The English mail! the English mail! the English mail!" The merchants are anxious to know the state of the home markets, and what cargoes are afloat, but the people *in general* are fond to know the home news. Yes, on such occasions it is in the mouth of almost everybody, "What news from home?" and the word *home* is so often mentioned, that the very *black natives* call England home. I visited many families, and found that they all had a desire to see their relatives at *home*; the women, in particular, were often so much affected on hearing the names of friends and places mentioned, that they shed tears, when I noticed the little children looked up first at their mothers and then at me, wondering what was the matter. True, there were exceptions, one of whom I met in Emerald Hill one day, and while talking over the subject of visiting Scotland, his native country, he said he would as soon think of visiting the moon; but with all deference to that gentleman's mind on the matter, I must say I did not admire the expression. I always like to hear a man express a desire to visit his native country, whatever that country may be. It is manly to do so.

The aborigines of Australia are a peculiar looking class of people, understood to be the lowest grade of

the human race, of a dark copper colour, have thick lips, large mouth, flat nose, sunken in eyes, long black hair, little or no calf to their legs, and walk about almost naked. I have seen a man and his wife walking together, but they are not allowed to appear in any of the townships without a blanket—which is furnished them by Government—thrown over their shoulders. They are savages, have been known to eat human flesh, and it is with great difficulty they can be trained to lead anything like a civilised life. They marry, and, according to their law, a man can have more wives than one, but the second wife is looked upon as inferior to the first, and she is made a drudge. Their way of obtaining wives is harsh in the extreme: the first the man does is to give the choice of his affection a blow on her head or shoulders with his club, and then he drags her through the woods by one arm, as *he* thinks, in safety to his own party. This mode of gallantry, harsh though it may appear, is quite to the taste of the young women; but to show that these heathens are not destitute of order, they don't marry nearer related than first cousins. They are very fond of strong drink, and take it until they are drunk, when, to the amusement of the settlers, they appear awfully foolish, and run about shrieking wildly until they fall down; but, according to law, no person is allowed to supply them with drink for payment. I once saw one of the males giving battle to an Irishman who sold

drink, but he soon gave in, singing out in his own way to the Irishman not to hurt him. He was about five feet high, and the hair of his head appeared as if there had never been a comb in it. The females are horrible like dirty creatures; they carry their children, when very young, on their necks, where the infants clutch the hair on the back of the mother's head by instinct. This race of the human family is fast dying out, but an effort has been made by the Government to gather them together in a township by themselves, so as to prevent extinction if possible. They live by hunting, fishing, and roots out of the earth. The only kind of government they have is the strong over the weak, and the respect they show to the aged. They live in miserable huts made of the bark of trees, wander much about the country, fond of their own kinds of amusement, are well pleased to have our people as spectators, and although they are generally lazy, some of them are useful for light work.

According to what I saw, the people of Melbourne live well, have animal food at almost every diet,—the price of beef being threepence to fourpence per pound; mutton, twopence to threepence per pound; the four pound loaf, sixpence to sevenpence; fish plentiful, of a great many different kinds, yet, strange to say, very few of them are like those caught on this side of the globe.

Public works of different kinds are being estab-

lished, and a very large factory has been lately erected in Geelong for the manufacture of cloth.

In taking a look at the pawnbrokers' windows, I noticed great quantities of various kinds of firearms for sale, but very few purchases made, which led me to think that people are in far greater safety in Australia than they have been, and are therefore less in need of being prepared for the burglar and the bush-ranger.

But Australia, with all its beauty and advantages, has, like other countries, its drawbacks. The hot winds, which continue for a few days at a time, are very disagreeable; the extreme drought, the heavy rains, mosquitoes, the eye disease (which is very general), the strange mixture of population, and, worst of all, the difficulty of rearing a family in a climate a good deal subject to sudden change from heat to cold, and the high charges made by doctors,—all tend to alarm and annoy settlers at first; but I had it from good authority, that once people become acclimatised, they scarcely ever leave the country, and if they do, they often return. Instances of this came under my observation on the outward voyage: many of our passengers who had been in Australia for years, and made up their minds to live in England, had, after trying it for a while, given up the idea of doing so, and were returning to Melbourne. It is of importance, however, that in leaving for this far distant land a few friends go together, in order to have each other's com-

pany, not only on board ship, but particularly when landing and commencing business, or being employed. But whatever separations in reference to emigration to such a distance take place, I would say, on no account let there be a separation between husband and wife. Some cases of that sort came under my observation in Melbourne,—men trying to prepare homes for their families, who were in the old country,—and I was told about others, all of which, with few exceptions, had turned out disastrous to both parties. Having my own family in Scotland when I was among the Antipodeans, I can speak with greater certainty on this subject than I could have done had it been otherwise; and as long as I live I will never forget how I felt in reference to family associations on one occasion in particular.* It was on the evening of the last day of December, while attending a watch meeting in a Wesleyan chapel to sing in the new year. The chapel, a very large handsome building, was filled with (to all appearance) a highly respectable audience,—the music from the organ, the voice of the people, and the serenity of a fine Australian summer night (because the reader will keep in view it was summer there), all increased the solemnity of the meeting. The service continued till about five minutes before twelve o'clock, when we all kept quiet; and just as the clock struck the hour, we immediately commenced to sing the favourite Wes-

* I thought of taking out my family and settling in Melbourne at this time.

leyan hymn, the first verse of which I shall give here, and refer the reader to the Wesleyan hymn-book for the others, which he will find on the 49th page:—

“Come let us anew our journey pursue,
Roll round with the year,
And never stand still till the Master appear.”

I was accustomed to accompany my family on such occasions to hear and join in singing the same hymn at home, and my feelings while thinking of those far away need only be imagined. At such seasons of the year the people visit each other, and have their parties and amusements the same as in this country, only a hot scorching sun shining in the north is something different to frost and snow and the sun shining in the south—the latter of which I had been accustomed to at the beginning of every year of my life before.

Yes, Australia presents scenes quite different to what any one living in this country can imagine. It is a land of great extent, measuring from north to south about two thousand miles, and from east to west about two thousand six hundred; is situated in the Pacific Ocean between 9° and 38° of south latitude, and 112° and 153° of east longitude, and abounds in interest both to the philosophical inquirer and to all who wish to make it the place of their residence. It has been divided into three different parts, discovered at different periods, each possessed of a different history, but all of them have been employed for the

purpose of encouraging emigration. These parts consist of New South Wales on the east, South Australia in the centre, and the Swan River Settlement on the west. It was discovered by a Spanish nobleman in the year 1609, but the great navigator Cooke was the first who gave the most extensive information regarding it. Australia is now known to be capable of producing all sorts of grain and vegetables, with fruit of all varieties. The seed time is from March to June, the harvest is in November and December; but two crops, potatoes in particular, can be had during twelve months. All the live stock of England thrive well in Australia, and the only native animals worthy of being mentioned are the kangaroo and opossum. There are a great variety of birds, and a great many of the parrot species are brought to England and other countries by sailors and others. In a sense I was sorry to leave this new world, but family affairs and business matters with which I was connected in Scotland *compelled* me to do so, and on the 18th March I stepped on board the ship "Yorkshire," for England. But at the same time, I could not but turn round and look at the city I had left, and say to myself, "Had my family been here, or *likely to come*, I never would leave such a field of usefulness—nay more, the apparent profit for the exertion I would willingly exercise." Yes, there is a good chance in Australia for young energetic business men, but, as I have said, more especially for the *working-classes* of society. To them, as also to others,

there is great encouragement to become proprietors of the soil, and bountifully enjoy the comforts of life. To capitalists, especially those having youth and health in their favour, it opens up a field of usefulness and encouragement of a very attractive and profitable nature, and our young men who have plenty of money and time at their disposal might do well to give the country a trial. Sheep-farming is one of the most lucrative speculations which are entered into, but there are many others which turn out profitable.

As we moved off from Sandridge, I observed a great number of people on the pier, many of whom, I was inclined to think, would have been glad to return with us to their native land. They and hundreds of sailors from the decks and rigging of the ships lying along the pier cheered us several times, when we, numbering about three hundred in all, returned the compliment as often, and with as much enthusiasm as is generally displayed by homeward bounders. This was in the afternoon, and we were moored in Hobson's Bay all night. The ship was commanded by Captain Anderson, a Scotchman of the right stamp, and quite a gentleman, and the officers and crew all had the manly and sailor-like appearance, such as led me to form a good opinion of their abilities. The night came on, and all the passengers were busy getting their berths put in order. The bustle and commotion going on put me much in mind of the scene I witnessed on board the "Sussex" when leaving London, only the

passengers appeared more cheerful and more delighted with the idea of going *home* than our passengers did in the "Sussex" when leaving Plymouth for Australia,—a thing very natural to suppose, and to my mind commendable.

We were bound for London by Cape Horn, which was returning to England the opposite way to that I came out, and thus giving me the chance of being in all the hemispheres, and sailing round the globe. It was now getting late, and I took what I believed to be the last look of the gas lights which studded the shores of Hobson's Bay. A steamer lay alongside to take us in tow in the morning. I heard at an early hour the sailors heaving up the anchor, their favourite song for such an occasion being sung in their usual jolly style; and in a very short time we were under weigh. I now took a farewell glance of that scene I had gazed upon so eagerly on my arrival. The pier and ships around it soon began to disappear. Mount Macedon beyond Melbourne—which had become as familiar to my view as Arthur's Seat, near Edinburgh—began to appear far in the distance, and in a short time we were near the entrance to the bay. The steamer was signalled from the ship to take us out in the open ocean, and one of the officers gave orders to the sailors to make ready for unfurling the sails. Not long after this we were outside the Heads, still in tow of the steamer, which left us about two miles from land in the South Pacific Ocean, when we

spread our sails to catch the breeze to waft us along to good Old England. This was on Tuesday the 19th. It was a stiff breeze, and as the ship dashed along I gazed at the land I had so often wished to see, but which, to all appearance, I now looked upon for the last time; and although well aware that it was rich, fertile, and suitable for many classes who might do well to settle upon it, yet I felt as if I could sing with the poet, "There's no place like home."

Being now fairly under weigh to cross the seas, which, in olden times, often took from four to six months to accomplish, we began to talk about how long we would be in making the passage, what sort of a ship the "Yorkshire" was, if we had good officers and sailors, how the messes would be arranged, &c. I noticed that the most of the passengers had supplied themselves with the extra provisions I referred to in my notes on the outward voyage, and I would mention here that the smoked ham should not be too salt, but rather of Stewart's or Baillie's mild cure.

Instead of sailing close by Van Diemen's Land, as some of us expected, we kept near the coast of Australia, and as we passed along, we saw Cape Shank, Cape West Port, West Port Bay, and the lights put up on some of the head lands. We then passed a number of small islands, and a number of rocks of a light brown colour, of great height, and almost perpendicular.

The night was now on, and as we were standing

out to seaward, I imagined we would be out of sight of land the next day. Far in the distance on the land, we observed a bush fire, and as I gazed at it I thought it strange that the first sight which met my eye at Sandridge when I arrived was a ship in flames, and now, when leaving, the last to look upon to be nothing less than part of the country itself in a blaze. And thus I again began to think of the Continent as it vanished from my view; but so strange are the scenes to be witnessed on it, that I feel at a loss for words to describe it. I shall, however, give, as something additional to what I have said already, a few of its characteristics in the words of Field. He says, "This is New Holland, where it is summer with us when it is winter in Europe, and *vice versa*; where the barometer rises before bad weather, and falls before good; where the north is the hot wind, and the south the cold; where the humblest house is fitted up with cedar; where the fields are fenced with mahogany, and myrtle trees are burnt for firewood; where the kangaroo—an animal between the squirrel and the deer—has five claws on its fore paws, and three talons on its hind legs like a bird, and yet hops on its tail; where the mole lays eggs, and has a duck's bill; where there is a bird with a broom in its mouth instead of a tongue; where there is a fish one-half belonging to the genus *raia*, and the other to that of *squalus*; where the pears are made of wood with the stalk at the broader end; and where the cherry grows with the stone on

the outside." I can testify to the above being facts, because I have seen it all.

Wednesday the 20th.—Wilson's Promontory, a very high headland, was passed in the morning. The weather was fine, the wind was in our favour, and we all appeared to be in good spirits. We passed a number of islands called Kent's Group about two o'clock in the afternoon, and I was told that some of them are only inhabited by wild dogs. About this time three stowaways made their appearance, and gave themselves up to the captain to be dealt with according to his pleasure, who did not treat them so harshly as some captains do with such characters, but told them they would get work assigned to them by one of the officers. As there are generally two or three stowaways that turn up in many passenger ships, and as they become very useful in attending to odds and ends, and doing dirty work, it is understood that the sailors have something to do with the stowing of them away; but if it be so, such is not the case always, as it has been known that stowaways have died where they concealed themselves, and their bodies only found when the cargo was taken out of the vessel. The arrangements on board the "Yorkshire" for the accommodation of passengers were almost the same as that on board the "Sussex." She was 1100 tons register, and belonged to the same owners—Messrs Money, Wigram, & Sons, London. We had a milch

cow, a bountiful supply of pigs, sheep, and poultry ; and, as something different from the live stock on board the "Sussex," we had a kangaroo (which was being taken home by one of the passengers)—which gave us much sport—an opossum, an eagle, hawk, and a great variety of other birds, principally of the parrot species, which kept speaking and singing, to the great amusement of the passengers, though to the disturbance of a few, who would not put up with the noise these parrots made in the cabins, where some of them were kept in cages by their owners.

Our passengers were composed of people from various countries, but more or less could all speak the English language, so that any one desirous of obtaining information had a good chance of adding to his own stock ; indeed, while on such a long voyage as that to Australia and back, passengers have a great advantage in acquiring a knowledge of various and amusing subjects ; and I would say to commercial men *especially*, that if they find their health giving way under the pressure of business, they cannot do much better than take a voyage to Australia and back. Once on board ship, the anxiety necessarily attending business is at an end for a long time, and although there are dangers connected with a sea voyage, still I never saw much fear amongst the passengers. True, when it was very coarse weather, we were more or less a little frightened ; but no sooner did we get into where it was fine, than all the storms were forgotten, and we were then a very

happy company. We had a number of families on board, and a great many young unmarried men returning home with the intention of taking to themselves wives in their own countries, and *often* did they speak about it. Indeed, it was amusing to hear them sometimes when they were assembled together for the purpose of taking the subject into consideration. I suppose they imagined I was like themselves, on the outlook for a better-half; in a *sense* they were right, and in order to enjoy their company and they mine, I never put them off their opinion. One day when several were giving their views as to the qualifications a wife should have, so as to make a home happy, an ignorant, peculiar-looking fellow, who had made a little money at the gold diggings, began to descant at a tremendous rate as to this, that, and the other qualification his wife should have, the same as if he was sure to get a lady with such accomplishments just on asking her. I kept my gravity for a while, but ultimately burst out in a fit of laughter, and others joined me, to the great astonishment of this man, who seemed to be very much displeased, and wished to know what we were laughing at, when the question asked just set us a-laughing again at his expense.

In comparing the passengers with those who came out in the "Sussex," there was a decided difference. As homeward bounders, we were all looking forward to a happy meeting with our friends in our native land, and joy gladdened every heart, while, on the

other hand, in going out it only gladdened the hearts of a few, so far as meeting relatives was concerned.

Thursday the 21st.—It was a strong breeze from the south, and we were sailing north-east-by-east.

Friday the 22d.—The distance we had run in our true course was three hundred miles. This was at twelve o'clock noon, and we were steering south by east. I shall now give the latitude, longitude, and distance sailed each day till we sighted England, and only refer to them again at any time a particular occurrence takes place.

	Lat.	Lon.	Distance sailed in Miles.		Lat.	Lon.	Distance sailed in Miles.
March 22.	300	April	6. 50°53's	130°8'w	262
23.	41°44's	151°18'E	91	7.	57 26	123 4	241
24.	42 14	153 10	84	8.	52 10	116 5	252
25.	42 32	145 53	116	9.	53 11	109 49	268
26.	45 2	159 16	219	10.	54 6	103 12	242
27.	47 51	164 8	275	11.	54 36	96 44	233
28.	49 2	170 36	277	12.	55 30	91 13	201
29.	49 4	177 18	271	13.	56 28	83 42	254
30.	} 48 41	177 9 w	504	14.	56 0	80 0	125
30.				15.	{ No Lat., Lon., or Dis. given.		
31.	48 49	164 5	241	16.	57°37's	65°14'w	263
April 1.	{ No Lat., Lon., or Dis. given.			17.	55 43	61 7	178
2.	49°22's	156°11'w	217	18.	{ No Lat., Lon., or Dis. given.		
3.	49 40	149 43	250	19.	{ No Lat., Lon., or Dis. given.		
4.	50 13	144 2	223	20.	52°35's	55°34'w	112
5.	50 41	137 0	271	21.	50 4	51 51	205

	Lat.	Lon.	Distance sailed in Miles.		Lat.	Lon.	Distance sailed in Miles.
April	22. 47°48's	48°20'w	200	May	16. 1°53'N	30°16'w	174
	23. 46 5	46 2	147		17. 3 29	30 26	96
	24. { No Lat., Lon., or Dis. given.				18. 5 2	30 22	95
	25. 41°47's	40°43'w	221		19. 7 5	31 41	148
	26. { No Lat., Lon., or Dis. given.				20. 9 54	34 12	280
	27. 38°19's	34°51'w	198		21. 12 30	36 38	212
	28. 34 36	32 28	245		22. 15 28	37 55	196
	29. 33 16	32 2	87		23. 19 29	38 43	244
	30. { No Lat., Lon., or Dis. given.				24. 22 49	39 42	212
May	1. 30°23's	30°52'w	107		25. 26 4	40 57	214
	2. 27 53	29 39	164		26. 28 12	41 39	131
	3. 24 21	20 18	214		27. 29 0	42 22	68
	4. 20 47	80 14	220		28. 29 17	41 29	23
	5. 18 22	31 42	162		29. { No Lat., Lon., or Dis. given.		
	6. 16 35	33 10	143		30. 32°24'N	38°44'w	220
	7. 15 52	33 40	53	June	31. 34 55	35 52	229
	8. 15 39	32 41	81		1. 36 31	34 18	113
	9. 15 25	31 30	76		2. 38 55	32 24	180
	10. 14 48	31 41	39		3. 40 59	29 18	181
	11. { No Lat., Lon., or Dis. given.				4. 42 40	25 47	186
	12. 11°17's	30°0'w	156		5. 44 14	22 22	187
	13. 7 54	31 20	209		6. 45 56	17 40	214
	14. 4 18	31 1	221		7. 47 28	14 59	156
	15. 0 58	30 41	203		8. 48 29	11 31	146
					9. { No Lat., Lon., or Dis. given.		
					10. 49°52'N	7°27'w	76

Saturday the 23d was a fine day, and all the passengers were ordered on deck, so as to get the ship fumigated—a regulation which was attended to every Saturday. It was sometimes very disagreeable for families to be disturbed in this way, but it was of the greatest importance to have the ship kept clean,

in order to prevent disease. The doctor called along the cabins where we had our berths every forenoon about eleven o'clock, ascertained how we all were, took notes of complaints, saw that cleanliness was strictly attended to, and if any medicine was required, he called back with it himself. A large cabin between the steerage and the intermediate was set apart for an hospital; there were two water-closets close by it on the same side of the ship, and a number of others elsewhere. By this time we had got matters arranged as to messes, and we soon began to get acquainted with each other. Indeed, the free and easy style of a colonial life was very apparent amongst the passengers—all exhibiting an independent, brave, and sociable demeanour, and ready to talk about adventures.

Sunday the 24th dawned with a fine breeze from the south. All the sails suitable were set; the ship was going about seven miles an hour; and as the sun began to cast his cheering beams across the eastern sky, I thought of those he had left in darkness, and how each part of the globe had its share of light and darkness allotted to it. As the morning came on, the ship's decks began to be covered with men, women, and children, all neat, clean, and well dressed. Indeed, that was one thing I observed in the colony, much to the credit of mothers there. The children at school were all so clean and nicely dressed, that it made it a

pleasure to their teachers to be in their midst. After the breakfast was over, many of us prepared for church. The bell began to toll about eleven o'clock, and the service was conducted by the captain, assisted by one of the first-cabin passengers. Although the captain was a Scotchman, he conducted the service according to the rules of the Episcopalian Church. I do not wish to infer that a Scotchman should not be an Episcopalian. I merely refer to it to show that it is the exception, and not general, for Scotchmen to be members of that Church. I may mention here that, according to what I heard, the Episcopalian Church in Melbourne is attended by a very large and wealthy congregation; and by what I saw, I must say that for dress and fashion they take the lead. A few of the passengers had been sea-sick, but, with an exception or two, all appeared well and cheerful; and for my own part, now that I was fairly under way for my friends in the far north, while thinking about them all, my thoughts drifted towards my father's cottage, where I had reason to believe he still lived, though nearly eighty years old, and, in the words of the poet, I could truly say:—

“’Twas there I prattled first a prayer,
’Twas there I used to play,
And, resting on my mother's breast,
In slumber close the day.
O'er those dear times, now ever past,
My memory fond doth glide,

Endearing to my heart still more
Our Cottage Fireside.

“I used to wander gladsome, free,
Through gardens, fields, and bowers,
To pluck the daisies, buttercups,
And other sweet wild flowers.
Then home returning, loaded well,
I'd spread my napkin wide,
And plait them into garlands near
Our Cottage Fireside.

“There many a tale I have heard told
Of wonders that have been—
Stories of witches, wizards, ghosts,
By our forefathers seen.
Then, though affrighted, I cared not,
So long as I could hide
By drawing my stool closer to
Our Cottage Fireside.

“My father read the Bible there,
His voice I seem to hear,
In fancy see roll down his face
The holy pious tear;
When he would speak, in melting strains,
Of Jesus' love who died,
Till like a heaven on earth appeared
Our Cottage Fireside.”

Tuesday the 26th.—It was blowing strong, and we had to shorten sail.

Thursday the 28th.—We had a gale from the west,

and were running at a great rate. Some of the lady passengers were sick, and some of them frightened. The sailors, however, showed no fear, but while pulling the ropes kept singing their jolly sea-songs, which cheered us very much. When the nights were dark, the storm raging, the seas running mountains high, and the heavy billows now and again rolling in over the quarter, as it often did, and sometimes rushing down the main hatch, alarming the passengers, nothing encouraged us more than to hear those brave men cheerily singing out while at their duty in very perilous situations; indeed, their songs and their holloing, while the ship was being tossed from mountain wave to mountain wave, rings as it were in my ears at the present time. The wind moderated to a light breeze, and on Saturday the 30th we had got into 180° east longitude, thus being exactly opposite the meridian of Greenwich; and the reader will observe that, taking into account all I have sailed since leaving London up to this point, I have only sailed over one-half of the globe, and that it is mid-day at 180° east or west longitude when it is midnight in England, and *vice versâ*. Were we to go on reducing the 180° of west longitude until we get to England, we would be a day ahead of the time the people had it there—or, in other words, if it was Monday with them, it would be Tuesday with us—so that, in order to arrive in England on the same day of the week the people had it there, we enjoyed two Saturdays at this time instead of one. By rights

we should only have taken twelve hours, because that was all we had gained, but, in order to save another alteration of time when we got nearer England, we took the whole day into calculation at once, and by calling it *no-time*, we arrived in London on the same day the people had it there. I have often heard the question asked, "How is it there can be three Sundays coming together?" If the question was put to me, I would say to my interrogator, "Suppose you and I set out together from *London* to go round the world, you go eastward and I go westward. After we have made fifteen degrees, you will reckon an hour after twelve o'clock, and I but eleven before. It will be twelve of the clock with you an hour sooner than it is at *London*, and with me an hour later. At 180° it will be noon with you twelve hours sooner, and twelve hours later with me. Having gone round the 360° , it will be noon with you twenty-four hours sooner, and twenty-four hours later with me, and, consequently, you will reckon one day more, and I one day less. If, at our return, it is *Sunday* in *London*, it will be *Monday* with you, and *Saturday* with me. Some will say it is Sunday to-day, and you will say it was yesterday, and I shall say it will be to-morrow, and thus is accounted the three *Sundays* in a week. Let us suppose two individuals at a like age to die both at the same time at the end of such voyage, one at fifteen degrees eastward, and the other at fifteen degrees westward, one will be dead two hours before the other, though not

sooner. As, for example, one dies at ten of the clock and the other at twelve, and yet they both died at the same time. I expect that the reader who has not studied the above subject before, will, by thinking over what I have said, understand now how it is that the time is different in every place east and west from London or Greenwich, from which place our longitude commences. I was amused at some of our passengers when they heard we were to have another Saturday. The fact is, some of them would not believe it, and wished to keep the second Saturday as Sunday.

Monday, the 1st of April, was a dull kind of day, and we had such thick weather that no latitude, longitude, or distance were put on the board. The board I refer to always hung on the railing above the first-cabin door. It was painted black, and the second officer wrote on it with white chalk the latitude and longitude, as also the distance run every day. This was done immediately after twelve o'clock, and was always something new to us, and a good deal of amusement resulted from the betting going on amongst the passengers as to the distance run. The bet was generally a bottle of ale or porter, which assisted the steward in getting his stock reduced; indeed, there had been such a demand during the voyage, that he was nearly sold out before we reached England. The only kind of music we had worth listening to was from the violin, the owners having supplied us with a

fiddler, who, on the fine evenings, generally took his seat at the mainmast upon the main deck, when dancing went on evening after evening till a late hour. The first officer was a jolly sailor-like gentleman; had a strong voice, which, when giving orders, rung through the ship as from a trumpet; was always ready to do all in his power to amuse and make the passengers happy—not only the old but the young as well. We had a great number of them on board, and many a handful of confections and fancy-bread did he throw amongst them on the main deck, when there was sure to be the usual scramble, to the amusement of the other passengers. He was an excellent singer, and favoured us with many a song—one of his favourites being, “The Men of Merry, Merry England,” in the chorus of which many of us joined. There were on board some old people who had been in Australia many years, but who told me they wished to spend the last of their days in their native land. There were middle-aged and young as well, all looking forward to a happy meeting with relatives from whom they had been separated for many years. They had seen strange sights, been exposed to many dangers, and struggled hard to make money in foreign countries; but home, with all its varied attractions, had not been forgotten, and here they were cheerfully crossing the seas to visit, and perhaps remain in their fatherland, though I doubt not many of them will return to the fine climate of Australia again, and join old associates.

Wednesday the 3d.—The wind was from the west; more sail was clapped on; the sea was smooth; and all were well except two of the sailors,—the one had gone insane, and had to be put in a strait-jacket; the other was sick, and had to be put in the hospital.

Saturday the 6th was a fine day. The sailor in the hospital was sinking fast in rapid consumption, and one of his mates was attending to him, poor fellow. I saw him at this time; he was quite a young man, about twenty-one years old, a native of London, worn to a skeleton, and just breathing,—certainly a very melancholy sight to witness on board ship.

Sunday the 7th.—It was blowing a gale from the west; we shipped heavy seas; some of the ladies were frightened, wishing the hatches to be battened down till we were round Cape Horn. As night came on, the storm increased; the sea was running very high, the ship was going before it, rolling tremendously, and as we had moonlight, the scene of the troubled waters reflecting her beams was again presented to my view, putting me in mind of the outward voyage.

Friday the 12th.—When in latitude $55^{\circ} 30'$ south, longitude $91^{\circ} 13'$ west, the sailor in the hospital died, at about ten o'clock A.M. It was a dull rainy morning; he was buried at one P.M. The funeral ceremony was

conducted by the captain in a similar way to what I described the ceremony in connection with the voyage out, only it being one of our *sailors*, and the *others*, along with the passengers, standing with hats off, witnessing the scene, made it more solemn. As the corpse, sewed up in canvas, was committed to the deep, I heard one of the passengers say, "That is the way many of us rambles go;" and while musing upon what had passed, I composed the following lines, evincing reflection:—

While far from home and kindred dear,
His spirit took its flight;
And now to monsters of the deep
His dust may be in sight.

Will those who saw the solemn scene
Take warning and be wise?
And so live here, and bow to death—
As saints they shall arise.

Saturday the 13th.—We had a fine breeze from the west, and this being the captain's birthday, preparation was made for a social gathering in the intermediate saloon (as I shall call it) between decks, in the evening. As the purser informed us we would have plenty of hot grog served out to us, we arranged among ourselves to have a chairman, and that hot grog, songs, and speeches would form the elements of our enjoyment. Accordingly, a chairman was secured, who took a pro-

minent seat in our midst, so as to keep order. The long space from the bulk's head forward to that aft was soon filled with all classes to begin with. The purser—not too soon—came with a bucketful of the *needful* (according to the estimation of some); each mess was called, when, in regular order, one after another got their allowance measured out, which was for most part taken away in coffee-pots, and immediately after the chairman gave the order to fill a bumper, which was done in various kinds of vessels, and when the captain's health was proposed and responded to with an enthusiasm which rung from stem to stern of the ship. We then set to in right good earnest to have a night's enjoyment, and I must say that, considering the occasion and the company, we were all very orderly, and spent a very happy evening, though, I doubt not, some would have sore heads in the morning. The truth is, to some extent drinking strong drink is to be seen on board passenger ships as well as on land, and those who have a desire for the intoxicating liquid can indulge if they like; but I feel it to be a pleasure in being able to say, that both on the voyage out and home, there was very little of the abominable evil of *drunkenness* seen, and, for my own part, I unhesitatingly say, that, except a little spirits to be used as medicine, I saw no need for grog whatever; and I noticed that some of our best sailors were total abstainers; others, however, said it did them good in very cold weather.

Sunday the 14th.—We were running about eleven miles an hour, and at night two men were stationed on the forecastle, and told to keep a sharp look-out for ships and icebergs. We were now passing Cape Horn, it was very cold, and we were not a little annoyed with the idea of running into an iceberg, but we very fortunately touched none. These icebergs are generally very numerous about Cape Horn, as also ships, and collisions have often taken place with both, resulting in great loss of life and property.

Thursday the 18th.—We sailed close by the Falkland Islands, and as it was thick weather, we were very near the land before we saw it. These islands lie in the South Atlantic Ocean, in longitude $56^{\circ} 30'$ to $62^{\circ} 16'$ west, latitude $51^{\circ} 6'$ to $52^{\circ} 30'$ south. There are no natives and no trees, but the climate is said to be very healthy, and the islands belong to Great Britain.

Saturday the 27th.—The wind was blowing strong from the south-west; the sea began to get up; the wind increased to a gale; the wild waters rolled in huge waves, till it became like hills breaking over each other, and sometimes breaking over the ship—large though she was—making her shake like a leaf. This scene put me much in mind of the storm in the Indian Ocean, to which I have referred. The gale still increased; the sea rolled and broke with

greater violence than I had ever seen it, and as the gale was still likely to increase, orders were given to our sailors to go aloft and take in more sail, which order they obeyed upon the instant. It was said that some captains would have hove the ship to, but our captain, who was on the poop, kept her running, and taking care to do so as steadily as possible, which was of the greatest importance while the men were on the *yards*. All eyes were directed towards those brave fellows, who were now and again clutching the sail they wished to furl, but which was sometimes flapping about them with a noise like thunder. While this was going on, they all of a sudden gave a shout, as if one of them had fallen, but to our great delight they were all there, and pointing out to us that there was danger a-head, viz., a ship which had hove to, and which was nearly under our bows. Our course was immediately altered, and in a minute or two we passed her, and soon left her far in the distance. I had never seen a vessel hove to before, and the sight of her dancing on the wild, mountainous billows, which were now and again breaking over her, will never go out from before my mind's eye. As we lost sight of her, we thought she was wearing round, and getting under weigh to run after us. It is the last resort to heave a ship to, and no captain having had to do so likes to see a vessel running past him. We, however, left her struggling with the raging tempest,—our own ship, though much larger, having enough to do.

Thursday the 2d May.—We were getting into the tropics, the weather was fine, and in the evening we got a number of lamps hung up above the main deck to give us light; the fiddler made his appearance, took up his old station at the mainmast; and, in a very short time, the place presented the appearance of a ball-room. The sound of the violin soon put the dancers on their legs, and in truthfulness it could be seen, in the words of the poet,—

“The dancing pair, that simply seek renown
By holding out to tire each other down ;
Tenant and lord compete with jovial air,
And the best dancer is the best man there.”

The sailors were delighted with this kind of enjoyment, and they were the life of the amusement, not only on this occasion, but at any time that dancing or any other kind of sport was going on.

Monday the 6th.—It was very hot. The insane sailor, who had been kept in close confinement, was taken on deck, and such a wild-like look as he had I shall never forget. He was handcuffed, and another sailor was in charge of him, always keeping between him and the ports, which were now open to produce a current of air along the decks. The sailors in general, however, would not believe that he was insane, but that he was only feigning himself such, so as to get

quit of his work ; and more than that, they protested against him being insane, upon the ground that they never heard of such a thing as a *mad sailor*, and appealed to the passengers if ever *they* did. By this time, another man turned up apparently wrong in the upper storey as well, holding out for a fact that he was the victim of the nineteenth century, that he had been unjustly punished in Australia, endeavouring to persuade us that he was innocent of the crime laid to his charge, and this having become known to the authorities, he had been released from jail before the time had expired he was sentenced to be there, and as he had been appealing to the Government of Victoria for redress and got no satisfaction, he was now on his way to England to lay his case before the Home Government, and that he knew the Victoria authorities had employed men on board the ship to take away his life, so as to prevent it being known that they had punished an innocent man. I noticed, however, that with all his eccentricity—and certainly he had plenty of it—he never forgot to mention in his rambling speeches that he had published a book setting forth his grievances, and that there had been such a demand for it in Australia that thousands of copies had been sold—and he had plenty of them on board—showing me that, foolish though he was thought to be, he was wise enough to know how to get his *books sold* and *make money*. Owing to the foolish way he conducted himself, some of the passengers were continually molesting

him ; and one day he had hung out one of his blankets to air, some of these fellows cut it in pieces, which put him in a great rage, so much so, that he certainly did appear insane, and a notice signed by the captain was pasted on the mainmast, to the effect that any one found guilty of provoking or otherwise annoying Mr Milton (which was the name of the *gentleman*) would be punished according to law when arriving in England ; but to the end of the voyage, there was always something turning up in connection with him, and many a laugh we had in listening to the nonsense he said. I should have referred to our passing Trinidad on the 4th. We were then in latitude $20^{\circ} 47'$ south, longitude $30^{\circ} 40'$ west, and being aware that the island belonged to the Portuguese, and it was there they sent some of their criminals, I took a good look at it, and thought of their isolated and lonely position in the middle of the ocean.

Being now fairly in the tropics, the new sails were unbent, and the old ones put in their place, just as was done on the voyage out. The weather was fine, and day after day the ship glided on through a smooth and *apparent* motionless sea ; and amongst the amusements going on, we had meetings for discussion, when many topics were brought under our notice. As there were some old colonists amongst us, I listened with attention to *their* account of Australia, and it was very interesting. In talking of the natives,

they said these savages were not without their amusements, though the generality of them were of a barbarous kind. At a very early age, the boys are accustomed to throwing the spear, and to self-defence. They commence by throwing reeds at each other, and are soon ready to use a weightier weapon with great precision. The boys also from the time they can run until induced by manhood when they can enjoy their sports better, divert themselves with stealing the females, whom they treat in their sport but little better than when they come to be in earnest. Some of the women have been seen with more scars upon their heads, cut in every direction, than many people would be inclined to believe,—all done by the males to show their superiority over them. These natives meet very often for dancing and battle, from which both parties retire streaming with blood, and yet well pleased with each other. They are very fond of dancing, and, at such times, men and women, painted in a savage-like mode, all mix together in confused-like groups—sometimes in pairs—dancing back to back, then changing suddenly, and dancing face to face. At times the performers sit down with their feet under them, and at a particular word, they jump up without any assistance from their hands. Then they run backwards and forwards in direct rows, when they form a circle, with some person they admire standing in the centre. They have no knowledge of letters, but they have names for the sun and moon, a

few of the stars, and the milky way. They are very indolent, and never make provision for the morrow, except when a whale happens to get aground, and they cannot manage to devour it in one day. Such was the account given of the natives on this day by several in the company, and I had seen something of it myself. After talking about some other things, the meeting broke up, with the understanding that there would be another at some other time, when we would hear more of each other's news, and have more information regarding Australia. The meeting was not long over, when we heard that there was to be a fight between the two mates employed to serve the cooks, which was to take place late in the evening, and that every precaution had been made so as not to allow the captain to know anything about it. Two seconds were appointed, and it was arranged that the cook whose man was beat should stand a certain number of bottles of ale. Just as sure as it was talked about, so it came to pass. The spot where the fight was to take place was selected near the fore hatch; a great number of spectators assembled; the two combatants made their appearance, and the fight commenced. The two (both young men) struck out bravely; first one fell, then another; then getting up, they turned to again. I must say I did not care much about being a spectator, but noticed that just at the very time one of them was being attended to by his second, he was struck by his opponent, which was contrary to

the rule, and thus lost the day, to the great disappointment of his superior, the cook, who had to pay for so many bottles of ale. At first it was considered to be only a joke, but before it was finished, there was no joke in it, as I saw blood, or, as the sailors called it, claret, flowing from the two young men in streams. Had it come to the ears of the captain it most likely would have been represented to *him* as a joke, but I unhesitatingly say that such encouragement to mischief ought not to be tolerated, especially on ship-board, because the vessels in motion roll.

About this time some of the pigs died and were thrown overboard. One of the dogs went mad with the heat; he was, however, got hold of, a string put through the skin on the back of his neck, and made fast with a chain, where he stood howling in a pitiful manner. While this was going on, the butcher was busy butchering some of the pigs, in case they took the disease the others died of, and would have to be thrown overboard. At the same time, the wild birds and poultry were all adding their share of noise as well, altogether presenting a scene of uproar of an amusing character.

Tuesday the 7th.—It was very hot, so much so that the insane sailor was making great lament in his cabin, where he was kept secured by a piece of chain, and had to be taken on deck. I was walking on the house, which was situated between the main mast

and the fore-castle, at the time he made his appearance, which was anything but pleasant to look at. He began to sing about religion, and threw himself into many peculiar shapes, in every way exhibiting that he was unconscious of what he was doing. The sailor in charge of him at this time was one of those who would not believe he was mad, and while pacing the main deck alongside of him he often turned round to him, making a remark, to the great amusement of the onlookers, such as, "Be quiet, man, you are making a — *fool* of yourself,"—the same as if he was not a fool. Not many minutes after this, however, he pitched his hat out one of the ports, which almost convinced his protector that he was mad after all; indeed, this insane man, and the one who said he was the victim of the nineteenth century, kept us with something new to speak about to the end of the voyage.

Wednesday the 15th.—We crossed the line this evening in longitude $30^{\circ} 41'$ west, and although it is considered to be a long way to sail from England to the equator, we thought we were now near home. Groups of passengers could now be seen shaking hands, and congratulating each other on the progress we had made.

Friday the 24th.—When in latitude $22^{\circ} 49'$ north, longitude $39^{\circ} 42'$ west, a vessel close to us crossed

our bows, and although we bore down upon her in order to speak, she seemingly was not inclined for conversation, as she ran away from us. This being the Queen's birthday, the officer having charge gave orders to the purser to see that we all enjoyed ourselves, and, accordingly, fresh meat which had been prepared the day before was bountifully served out to all, as also rum, ale, and porter, which, in connection with the preparation made for the occasion by the different messes to have pies, tarts, plum-pudding, and other kinds of dishes on their tables, presented to my eye one of the finest banquets I had ever witnessed on board ship before. We all enjoyed the day very much, and flags were hoisted to show us and ships passing that we were proud of our nation, and the Queen who reigned over us. I need not tell the reader that the song "Britannia Rules the Waves" was sung with great enthusiasm as our gallant ship bounded over them on this occasion. It turned out to be a pleasant evening, and, as a matter of course, arrangements were made to have a night's enjoyment. All flocked into the intermediate, a chairman was appointed, and song after song and glass after glass was enjoyed, until we wound up, at a late hour, by singing the National Anthem.

Thursday the 30th.—When in latitude $32^{\circ} 24'$ north, longitude $38^{\circ} 44'$ west, we sailed through what appeared to be sea-weed floating in strings

parallel to each other, but what in reality were the "Flowers of Florida"—so much written about—being carried along by the Gulf Stream. I could not but think of the poet, in describing how these flowers existed, when he penned the following lines:—

"Call us not weeds! we are flowers of the sea,
For lovely, and bright, and gay-tinted are we,
And quite independent of sunshine or showers—
Then call us not weeds! we are ocean's gay flowers.

"Not nursed like the flowers in summer parterre,
Whose gales are but sighs of the evening air;
Our exquisite, fragile, and beautiful forms
Are nursed by the ocean, and rocked by its storms."

As the ship dashed through these weeds (or, according to the poet, "Flowers of the Sea") we picked up great quantities, and preserved them in bottles filled with salt water.

Saturday the 1st June.—We had some more conversation about Australia,—some thinking that it was a good country, and others saying that Old England was the better of the two. Its resources, however, were acknowledged to be very great, and that it only required men and money so to bring out these as to make it one of the best countries in the world.

After one thing and another had been talked over, our favourite amusements—music and dancing—began to be spoken about, and opinions expressed as to the

good or evil resulting from such. We were unanimous in believing that both were innocent amusements, if kept in their proper places. We considered that music recreated and delighted the mind, and gave it new strength to apply itself to business with more vigour; and one gentleman said he had Scripture to prove that he was correct, viz., in 1 Sam. xvi. 23. Then, as regarded dancing, when we thought of the fact that it had always been a custom in all nations, and that it was admitted in the religious ceremonies of the Jews, as also that it taught the individual accustomed to it to carry his body with a good air, we believed that it was a good diversion,—at the same time denouncing those indecent motions and lascivious postures that accompany them, knowing perfectly well that they were snares laid against innocence and chastity, and consequently rather contributed towards corrupting the heart than diverting innocently. But country dances, which are very plain and agreeable, and innocent of themselves, were considered the best. We had a social gathering between decks at night, and all went on well until we were just about finishing up, when a dispute took place between an Englishman and an Italian. It appeared that the foreigner would not take off his hat while we were singing the National Anthem, when there and then the Englishman took hold of him by the throat, and had it not been that others interfered, the Italian, who had his knife ready, would likely

have used it in a very dangerous way. I learned, however, that the Englishman was in the wrong, because the Italian seemed not to understand what was meant by taking off hats.

Monday the 3d.—We had a fine breeze from the south-west; passed a vessel seemingly bound for England; a little boy about fifteen months old took ill; porpoises were playing about the ship, and the sailors were harpooning some of them, which produced something new in the shape of sport.

Tuesday the 4th.—When in latitude $42^{\circ} 40'$ north, longitude $25^{\circ} 47'$ west, a Mrs Allen, one of the intermediate passengers, gave birth to a son, and mother and child both did well. About this time we had a sale by auction of various kinds of goods, all of these having been contributed by the passengers and crew towards the relief of the London poor. The doctor was the auctioneer, and so numerous were the articles given in to be sold, that the sale continued for the greater part of two days, and I was told the proceeds amounted to between thirty and forty pounds. The ladies had been knitting and sewing a great many fancy things for the sale, and some of the sailors had been making ships, all of which were sold off at very high prices. For some time back we had been very much annoyed with rats, and shortly after I had turned in this night (just when I was falling asleep),

I felt something soft moving along my face, when the first I saw was a large rat, and on looking out the door of my cabin there were dozens running about the tables. This prevented me from sleeping well, and about two o'clock in the morning I heard the screams of a lady, by which I knew there was something seriously wrong.

It was not long, however, till the cause of the screams was known. The little boy who had been ill was dead. He had expired while in his mother's arms, and she was crying bitterly. The corpse, in this case, was put in a coffin, having holes on the lid and sides, so that it might soon fill with water, and the whole was then solemnly consigned to the deep.

The sailors were now busy scraping, cleaning, and painting different parts of the ship, so as to make her look well when arriving in port. In fact, the captain was very particular as to keeping everything neat and clean about the ship, and he gave that as one reason why he got more passengers, both on the voyage out and home, than many sailing ships on the Australian passage ever carried.

Saturday the 8th.—We had been told that we were only about two hundred miles from the Scilly Islands, and orders were given to have the cable ready. In a very short time after this, the rattle of the chain being pulled on deck, and the sailors' cheering song, again saluted our ears. Our jolly first officer, who had been

ever ready to give us pleasure in fine weather, and cheer us when it was coarse, made his appearance with a basketful of confections, and in his jocular way scattered it about the decks for the young folks to pick up, encouraging another scramble, in which some of the older people took a part, to the amusement of lookers on. He then brought out his chart, and showed us where we were, at the same time informing us that we would soon be in England. In looking round me now, it was very apparent that the thoughts of amusements to pass the time were nearly at an end. Every face glowed with happiness in thinking that good Old England was not far off. The wind, however, went round to the east, and we were afraid we might be kept back for days in the Channel, on account of which we were all a little dull, except the first officer, who kept walking about the decks, singing "Home, Sweet Home," and other well-known songs.

Monday the 10th.—The wind had been in our favour for a little while, but had again gone against us, and we were only thirty miles from the Scilly Islands. We kept sailing close-hauled; the weather was thick; no land could be seen; but to our great delight, a small cutter hove in sight about six o'clock in the evening, which turned out to be a pilot from the islands referred to. She was signalled to send the pilot on board, and in a very short time he was alongside in a small boat; the gangway was opened for his

entrance; the captain was there ready to welcome him, and just as they took hold of each other's hands, we gave them three hearty cheers, and the captain gave the pilot full charge of the ship. Thus our voyage was so far at an end before we were privileged to get a glimpse of the land, just eighty-four days from the time we left Port-Philip Heads. Some of our passengers went to these islands by the pilot's cutter, with the intention of taking a steamer from there to Penzance, and after giving them three cheers from the deck of our noble ship, as it were bidding each other farewell, their little vessel bounded fast to windward of us, and would likely soon reach land. The pilot now gave orders to trim the sails according to his own plan, and placed men in certain positions to look out for ships, which were now and again making their appearance. The night came on; the wind fell away; the sails hung idly about the masts; and while talking to each other, we were eagerly looking out for a steamer to take us in tow. Few of us slept much during the night, no doubt on account of the anxiety to see land, when we knew we were so near it. The awful thought of how the ship "Royal Charter" fared when arriving at England rushed across my mind; but hope—that strong cable—did its duty in keeping up our spirits, and on the morning of Tuesday the 11th, about ten o'clock, our eyes, as it were, feasted on the beautiful green grass, which gradually spread itself out before us, on British soil. I shall never forget the cheer sent

up from the deck of the "Yorkshire" as we got the first glimpse of that long-looked-for sight, and how we congratulated each other on having had such a pleasant passage, and being privileged to gaze once more upon our native land. Yes, there is a thrill of pleasurable feeling which fills the heart at that moment, which is impossible for me to express, and it is only those who have felt how thoughts about the nearest relatives in life affect the mind when in a distant land, so far away from them as we had been, who can experience that feeling. People may talk about emigration as they may, but in order to make an adopted home in a foreign land happy, great care is required on the part of the emigrants, especially those composed of families, to make a right choice of a destination; and I would say to them, don't be satisfied with an invitation from one or two relatives (more particularly if those from whom they get the invitation have young children about them), for this reason, that the yearning desire on their part, while in a foreign land, to see their relatives, to whom they have no expectation to return, often takes the place of their better judgment, and induces them to encourage their friends to emigrate when circumstances do not warrant them to undertake the difficulties and fatigue which are generally connected with getting settled in a strange land. I might say more on this subject, but I must leave it, and return to the scene to which I have referred, viz., the welcome sight of *British soil*. The wind was blowing pretty strong;

the ship neared the land, till we saw the breakers dashing along the shore, but night came on again, and still no steamer in sight. We were surrounded with ships, however, and felt we had not to fear another storm on the lonely, deep, blue sea, far from assistance; and while thinking of what had come under my observation from the day I left the Thames, I could not but ponder on the truthfulness of the saying we have from the highest authority, viz., that "those who go down to the sea in ships, see the wonders of the great deep."

Wednesday the 12th.—The wind was from the west. About twelve o'clock noon we were abreast of Start Point. The wind fell away again till it was almost calm, but it got up a fine breeze from the west in the evening, and we passed the Isle of Wight about ten o'clock at night.

Thursday the 13th.—Early in the morning we were glad to see a steamer alongside; the hawser was ready; we were soon in tow, and passed Beachy Head about four o'clock A.M. The sails were now all unbent; the day was fine; great numbers of ships were passing up and down the Channel. We had a fine view of this part of the English coast, and we saw the coast of France in the distance. As night came on, lights of different colours shone out as guides, and our pilot kept a sharp look-out as we moved along, sometimes

very near the shore. One of the sailors stood ready to heave the lead every now and again, as ordered by the pilot. The night was dark ; the sea was smooth ; and the lights shone out brightly.

We entered the Thames on the morning of Friday the 15th. The ship was hauled in dock in the forenoon ; our luggage was examined by the custom-house officers, and immediately after we stepped on *terra firma*, and in reference to us passengers, we struck out for our respective homes. I immediately telegraphed to Leith that I would be in Edinburgh the following morning, and after making a few calls, left King's-Cross Station about ten o'clock P.M.

Finding myself safely seated in a railway carriage for *Auld Reekie*, I could not but compare my thoughts with what they were about twelve months before, when I arrived at the same place to embark on the long voyage which I had just accomplished, and I need only say, there was a great difference. I do not wish it to be understood, however, that I mean to infer there is *no* pleasure connected with setting out on a long voyage, because, although it may appear strange to some, *there is* ; and with reference to the difficulty of parting with relatives, if a man is persuaded he is doing his duty to try and carry forward an undertaking demanding his absence from home—even the length of time I took—no sooner is his mind made up to proceed, than he feels as if half of the battle is over ; and if any honour is publicly shown

him at the time, especially if it be by those he considers superior to himself, it is almost sure to induce him to carry his resolution into effect; in fact, in his own estimation, it stamps that resolution with the words, "You're bound to go." Different to what it was when I *left* Edinburgh, I was glad to see a number of passengers surrounding me, who, on being informed that I had been lately amongst the Antipodeans, seemed very much inclined for conversation, and some of them expressed themselves, in their own way, that having relatives in Australia whom they had little hope of ever seeing, they were glad to have an interview with one who had been recently so near them. Owing to the lively conversation kept up amongst us, it was quite a contrast with the lonely position I occupied while on the same rails between Edinburgh and London when I left home. The train rushed on, and although the shrill whistle from the engine was heard now and again, giving warning that there were dangers of some kind or other near us, still I felt thankful that it was not the shrill whistle of the boatswain calling all hands to shorten sail in a storm, or to put the ship about instantly, so as to save us from being dashed to pieces on an iceberg or some rocky shore.

Owing to the cheerful company around me, and having been long accustomed to travelling, I could scarcely believe it when I heard some one say, "We have crossed the river Tweed," when, in looking out

of the carriage window, I saw right enough that we were in the favoured land to every true Scotchman—" *The Land o' Cakes*." Having travelled for many years through the same districts, the hills were familiar to my view, and as one after another made their appearance in the distance, I experienced feelings somewhat similar to those I felt when on board that ill-fated ship, "William Hogarth," on my way to Shetland in 1851. (She and all on board were lost in the North Sea, while on her next passage to that when I went with her to Lerwick.)

The late William Hay, merchant, Lerwick, his wife and daughter, and myself, were the only passengers in the cabin, when about midnight we were all delighted to hear one of the sailors (who knew I was visiting my native country for the *first* time, after having been absent from it for some years), sing out, and calling me by name, "Would you like to see the light on *Sumburgh Head*; it's just coming in sight,"—when, as the reader may imagine, I answered in the affirmative, and I did it by singing out two words that sailors understand well, namely, "Aye, aye."

While these thoughts were flashing across my mind, the train was quickly wending its way north, and I began to feel as if I were home. The approach of the sun, which I knew had lately set in the western sky of Australia, and upon which many a Scotchman as well as others had recently gazed, began to lighten up the eastern horizon of the British Isles, bringing

before my view, in a beautiful June morning, Scotch scenery in all its bloom and superior grandeur, and had it not been for the noise of the train as it sped onwards, I knew I would have heard the singing of the birds, as it were, welcoming one of the most glorious luminaries of heaven to cast his genial rays over the mountains, hills, and dales of our highly-favoured land, and to cheer the hearts of the inhabitants of the world as he pursued his journey to the Antipodeans again. This, and all the phenomena I had witnessed while travelling round the globe, whispered in my ears that an omniscient mind had constructed the whole; and, as my journey was now nearly at an end, the thought rushed across my mind, whether I should encourage people to emigrate to Australia; and before coming to a close I feel it my duty to say something more on that *important* subject than I have done.

To travel for the purpose of seeing the world is *one thing*, and to adopt a home in a foreign land is *another*, so that people require to be very cautious how they listen to the reports given by men who merely survey, and are not *practically* acquainted with the various classes, particularly those who have to earn their bread by the sweat of their brow in far distant and foreign lands. We see how tenacious the lower animals keep by the soil upon which they have been reared, and although they may be placed where it is more fertile, yet how they seek back to the old pasture. To a very great extent the same thing holds

good in regard to the human race, and he who takes it upon him to *force* people away from their native land without *good reason* for doing so, is exercising power in a way far from right, and either he or his posterity may expect to suffer for such conduct.

It would certainly be a good thing for many of our population to emigrate; but to make it safe it must be voluntary. There should be no unnecessary pressure practised on the part of landed proprietors. A country is not much worth without a people, and the health and happiness of every man, woman, and child of every class is essential to the well-being of all. To a great extent, however, the well-being of an individual does not so much depend upon the laws of the nation of which he is a subject, the conduct of landed proprietors, and the like, than it depends upon himself; but all the parties must be just to each other before they can be happy, and make their country prosperous.

I called upon many families with a view to getting acquainted with them, so as to know their thoughts as to settling in a strange land, with little or no hope of ever seeing their relatives or native country again. Where the people were in good circumstances, they did not seem to care much about the *Old Country* (as emigrants in the colonies call their native land). I noticed, however, that even amongst those people there were some not without serious thoughts as to relatives at home, and seemed to shudder at the idea of their never seeing them again. I shall remark here that

this well-to-do class, being so very anxious to see their relatives, and aware that there is little chance of their going home for that purpose, they often induce those to emigrate when in many cases it is not advisable. I would say to people who are living comfortably in this country, "*Let well be alone.*" I speak more particularly of married people. As to the young and unmarried, I have referred to them in connection with the subject elsewhere, and have only to add that they should not forget to have letters of introduction to clergymen, or other influential parties, who reside in the place of their disembarkation. One day, while I was spending an evening with a family in Emerald Hill, who appeared to be in good circumstances, had emigrated from the Shetland Islands some years before, were the proprietors of an hotel, in which they did a good business, and, it is my duty to add, were well known in the town to be kind to strangers, especially to those in distress. In course of conversation, the good lady of the house said, "Well, if anything happens my husband" (meaning death), "I shall go straight home." I shall refer here to a case with which I had a little to do, and which is closely connected with the subject in reference to the desire which is felt (especially by the fair sex) about going home when sickness and death make inroads in a family, though that family should even be in *good* circumstances, in so far as money is concerned.

Immediately after arriving in Melbourne, I wished

to see a gentleman who had been connected with the custom-house of that city for many years, and to whom I had an introduction. When calling at the custom-house, I learned that just a few days before, while he was on duty visiting a vessel which was lying in Hobson's Bay, that on his return, the boat capsized near the beach, where she was landing, and as the sea was rolling backwards and forwards in huge waves, and he struggling in the raging foam for about a quarter of an hour before he was rescued, he had been much injured, and unable to attend to business. On hearing this, I at once took the train to Williamstown, where he resided; and taking the precaution to call upon one of the merchants to inquire how he was before calling at his residence, I ascertained that he was progressing favourably, and that, being highly respected in the town, great anxiety existed in the minds of the people as to what would be the result. I lost no time in seeing him, and the first person I met was his wife, who, about only fifteen months before, had left a comfortable home in Scotland, and with commendable courage crossed the seas (because, owing to the nature of his business, he *could not* do so without *great sacrifice*), in order to become his spouse, a connection of which she had reason to be proud. I shall never forget the exhibition that the hopes and fears which filled her heart made in her countenance as she gazed at me—an old acquaintance. She introduced me to her husband, who, although appar-

ently strong and likely to recover, was sadly shaken, and who, a few days afterwards, showed symptoms of a change to the worse, ultimately resulting in death. The steamship "Great Britain" was in the bay at the time, bound for England, and although this lady's health was not such as to justify her in proceeding by this vessel, yet nothing could induce her to remain, but, without hesitating for a minute, sold off household furniture, left the sale of some land in the hands of her law-agent; and I heard her exclaim, in the presence of her brother (who, taking into account the *delicate state* she was in, seemed a little reluctant that she should go), "Home, home, home for me, and I shall go by the 'Great Britain,' of which Captain Gray—a Shetlander—a countryman of our own, is commander, and who is known to be kind to passengers." Thus the reader will perceive how impatient the *fair sex at least* get about going home when troubles assail them.

But on looking at the other side of the picture, I feel bound to say a few words in favour of emigration to Australia. I met with many individuals who told me that while they were in the Old Country they had little else than destitution to contend with, but from the day they landed on the shores of Australia prosperity and happiness had attended their efforts; and although some of these were married men, they did not hesitate to say that nothing would give them greater pleasure than to take a little

time from business, in order to cross the seas back to England, so as to see their relatives, and induce as many of them to emigrate to Australia as they possibly could.

And now, in reference to the subject of emigration in general, having an eye, as I trust I do, to the happiness of my fellow-creatures, I unhesitatingly say, that although there are a few drawbacks connected with Australia, such as hot north winds, heavy rains, extreme droughts, and other minor inconveniences, still it is, when compared with this country, superior in some respects, and to which no healthy industrious man or woman need be afraid to emigrate in order to adopt a home, and pursue the avocations of life, especially the cultivation of the land.

When arriving on Sandridge Pier, the emigrant listens to people speaking the English language, and, as I have said, the currency being the same that it is in this country, he finds it quite easy to transact business. He must, however, be careful not to be *too* ready to take the advice of runners as to the hotel where he puts up. These are a class of men employed by hotel-keepers to visit ships arriving with emigrants, and they get so much for every customer they secure. But it is said that the greater number of the hotels thus represented are not respectable. So much for people intending to emigrate to Australia, and to return to my homeward journey from London.

I arrived in Edinburgh about nine o'clock on

Friday morning, where a few friends had assembled to give me a hearty welcome to old scenes and old associations. I here learned that all was well with my family in Leith, and on arriving there, and meeting with them in the same house where we parted about twelve months before, I could not but reflect seriously, and feel thankful to Him who had preserved my life while I had been exposed to many dangers both on sea and land.

The gladness which filled our hearts at this time was such as should fill the hearts of all right-minded relatives placed in similar circumstances, and which can be better imagined by the reader than described by the writer, who, being aware of some of the obstacles to be overcome in order to accomplish any great undertaking, shall, with a view to encourage others to persevere in well-doing, quote a few lines picked up by the way, but of which he does not know the author:—

“The road to Fortune is onwards,
And those who strive will find
Prosperity lies in the front,
Adversity behind.

“Then never flag, but persevere,
She'll guide you on the way,
For Fortune ever smiles on those
Who *dare*, and *do*, and *say*.”

OPINIONS OF THE PRESS.

From the Falkirk Herald.

“Mr S. T. Duncan of Leith entertained a respectable audience in the Town Hall, Bo’ness, with a Journal of his Voyage to and from Australia, including scenes and sayings there. Mr John Paris, senior, occupied the chair, and introduced the speaker, whom he has known for a series of years, to the audience. Mr Duncan opened his address with a few observations—geographical and topographical—on Australia, and then proceeded to give a detail of his journey and its various incidents, from his parting with his friends in the ‘Land o’ Cakes,’ till his arrival at his ‘O’er the Seas and far awa’ destination. The narrative was highly interesting and well told. Mr Duncan has clearly a talent for correct and minute observation, and decidedly the ‘knack’ of imparting the results thereof to others. He related very fluently, and with occasional dashes of poetical eloquence, the leading events of a voyage by no means uneventful, seeing that it included a birth, a burial, and a suicide. The varied impressions left on his mind by the different moods of ‘the ever-changing ocean’ were graphically told, and his description of the appearance of sea and sky on a fine tropical midnight was very attractive. With the details of the outward voyage so much time was occupied that Mr Duncan was obliged to confine himself to a very rapid and cursory sketch of his short sojourn in Australia and the homeward voyage; but altogether his address, to quote a remark of the chairman at the conclusion, was ‘very interesting and very instructive;’ and though it occupied considerably over two hours, was listened to with attention throughout, and frequently applauded. By the way, a rumour has reached us that Mr Duncan intends to publish his Journal in a more extended form. If so, we wish him success, as we believe it will be a very readable book.”

From the Dunfermline Saturday Press.

“Mr S. T. Duncan of Leith entertained a respectable audience in the Music Hall on the evening of Monday last with sketches from his Journal of a voyage to Australia by the Cape of Good Hope, a six

months' residence there, and his return to England by Cape Horn. Mr Duncan commenced by stating that from a very early age he entertained the idea of visiting Australia, but it was not till he had travelled commercially in this country for about twenty years that the period arrived when he could carry his early resolution into effect, and actually face the rather formidable undertaking of sailing round the globe. He then gave an account of his preparation for the voyage, his parting with friends, the bustle and confusion attendant on getting comfortably settled on board, and leaving Old England behind. He then described the sea scenery both in sunshine and in storm, which was well and graphically told. Mr Duncan next gave an interesting account of Melbourne and its surroundings—its buildings, its trade, its society, its institutions, and its eagerness in the race for riches. Altogether, his sketches form a very amusing and instructive narrative, and they were listened to with attention for an hour and a half."

From the Leith Burghs Pilot.

"Mr S. T. Duncan of Leith gave a number of sketches from his Journal of a Voyage to and from Australia in the St Andrew's Hall, St Andrew Street, on Wednesday evening. The chair was occupied by Mr John Ogilvie, who in a few humorous remarks introduced the lecturer. Mr Duncan began by giving a very interesting account of his departure from Leith, and of his parting with his relatives and friends. He next proceeded to give an account of his embarkation at Gravesend, and the scenes—amusing and painful—incidental to such an occasion. The voyage to Australia, the means of amusement and recreation which were had recourse to on board ship, and the various incidents of the voyage, including the capture of a shark, the birth of a child, and the death and funeral at sea of one of the passengers, were all graphically and minutely described, and appeared to be very interesting to the audience. Then the first sight obtained of the Australian Continent, and the emotions exhibited by all on board when it was descried, as well as the bustle and confusion consequent on landing—some to meet with friends from whom they had been long absent, and others to perceive in the happiness experienced by those who had friends awaiting their arrival, and from whom they received a hearty welcome, their own desolate and friendless position in a foreign land, far from kindred and home—were all touchingly delineated. Mr Duncan's description of Australia, of the manners and customs of the people, and of the sayings and doings which are to be heard and seen in that far-off land, were given with great freshness and vigour, and proved doubly interesting, from the fact that

Mr Duncan was simply describing what had fallen under his own observation. The voyage and arrival home were more rapidly sketched, in consequence of the limited time at the lecturer's disposal, but proved not the least interesting portion of the lecture. Mr Duncan concluded by giving a few sound common-sense practical hints for the guidance of intending emigrants. Among other things, he suggested that a married man should never go out without taking his better-half in tow with him ; and that a young man who had fixed his affections on some blooming lass should, in order to avoid the risk of the adage 'out of sight, out of mind' proving true in his experience, take his sweetheart out with him. The lecture, which occupied an hour and a half in delivery, was patiently listened to throughout by the audience, who frequently testified their approval by repeated rounds of applause. At the close, a hearty vote of thanks was given to Mr Duncan for his lecture, and another to the chairman for presiding. We understand that Mr Duncan intends shortly to publish his Journal, and judging from the specimens with which we were favoured on Wednesday evening, we are sure it will prove a very readable and entertaining little volume."

From the Fifeshire Advertiser.

"BURNTISLAND NEWS.—On the evening of Thursday last Mr S. T. Duncan of Leith delivered a very able and interesting lecture in the Music Hall on Australia. The voyage out was described in a very minute and graphic manner, and the lecturer succeeded in alike interesting and instructing his audience, which was not numerous, but very select. A hearty vote of thanks was tendered at the close, and the usual compliment paid to the chairman—Provost Goodall—for his conduct in the chair."

From the Leith Herald.

"We cordially recommend the above little performance to the attention of our readers. It is an interesting and unpretentious little book, and does great credit to our energetic and enterprising townsman, Mr Duncan.

"It is written in an easy, flowing style, with an entire absence of strained effort after fine writing.

"The narrator carries his reader thoroughly and enchainingly with him—causes him to see as he saw—feel as he felt—and to join with him in the same serious moralisings and thoughtful inductions. Although containing no startling or extraordinary incidents, the narrative has such a

stamp of freshness and reality about it that the identification of the reader with the author from the beginning to the end is close and continuous.

“In several instances the author displays powers of word-painting of no mean order. We quote very briefly, in proof of this, his description of day and night under the tropics :—

“‘If it was beautiful and grand to see the sun rise in the tropics, it was even more so to see him set. As he began to touch the western horizon, the sky around him got into a fiery-like illuminating blaze, and as he began to vanish from our view his rays sprang up with a golden-like beauty far surpassing any sunset I had ever seen in other latitudes. Then, as there is little or no twilight in the tropics, he no sooner disappeared below the waters, which at times lay peaceful and smooth, than, as it were to make up for the light we had lost, the vault of heaven, bespangled with millions of stars, suddenly presented a spectacle grand and glorious to look upon. And to add to the beauty of the scene, at times the moon, hung out suspended between the clear sky and the globe on which we live, with a brightness and a beauty such as she is never seen in the northern hemisphere.’

“His description of a storm at sea (often as such has been described) is also very impressive and graphic indeed.

“Mr Duncan’s stay at Melbourne was but short, but he was evidently very observant, and his reflections upon the rise, progress, and probable future of Australia exhibit thoughtful consideration. Of all our numerous colonies, Australia is, perhaps, the most interesting for the ponderings and speculations of the political seer. And throughout this vast continent, Melbourne appears to possess the greatest interest of all. But a few short years ago—still fresh in the recollection of many—the native aboriginal appeared and disappeared stealthily and strange among the tall rank grass stretching down to the verge of the river, and where the savages—savages of the very lowest type of humanity—disported themselves, stands now the great and magnificent city of Melbourne, increasing, and destined to increase, in population, wealth, and grandeur, one of the greatest proofs of the energy and indomitable purpose of the Anglo-Saxon race, the men of Britain’s breed—felicitously termed by Macaulay ‘Nature’s hereditary nobility.’

“We again warmly commend Mr Duncan’s book to the reading public. Those who read will feel half persuaded that they have themselves achieved the voyage, and that without encountering its perils or having been exposed to its inconveniences and privations.”

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